OLD MEDALS, PARIS, 1978; 1827 Of Highway Country and having Greatest

NUMBERS FOR CAR DY BANKERS Barrol Pens, 225, 226, 262. Slip Pons, 332, 909, 287, 106,

In Fine, Medium, and Broad THE NEW TURNED UP POINT, 1042

No. 11,931.

就一十三百九千壹萬壹第

日十三月三年二十二緒光

HONGKONG, TUESDAY, MAY 12 1896.

ESTABLISHED 1857.

二拜禮 魏二十月五年六十九百八千壹英卷香 PRICE \$21 PER MONTH

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ADVERTISEMENTS

A/ANTED, a Smart Chinese SHIPPING Clerk at a good Salary; only people with some years' experience can find consideration. Offers to be sent in under "E. I. Entrance immediately. Hongkong, 12th May, 1896.

PUBLIC AUCTION. THE Undersigned has received Instruction PUBLIC AUCTION

FRIDAY, the 15th MAY, 1896, at his NEW SALES ROOMS, ZETLAND STREET, No. 2, (for Various Accounts). A LARGE QUANTITE OF USEFUL HOUSEHOLD FURNITURE.

Comprising :--WARDROBES, DOUBLE and SINGLE with GLASS, BOOKCASES TOILET TABLES. CARD TABLES, DINING TABLES, WASHING STANDS, OFFICE DESK, DOUBLE and SINGLE IRON BEDSTEADS with SPRING MAT TRESSES, OVERMANTLES, MOROCCO. COVERED COUCHES and CHAIRS TAPESTRY COVERED DRAWING ROOM SUITES, PLATED WARE, PIC. TURES, ORNAMENTS, CROCKERY, and GLASSWARE.

On View from THURSDAY, 14th May. Catalogues issued prior to Sala. TERMS OF SALE :- As Customery. PAUL BREWITT. Auctioneer.

Hongkong, 12th May, 1896. PUBLIC AUCTION

VALUABLE AND USEFUL HOUSE HOLD FURNITURE, FINE CANTON BLACKWOOD. BICYCLES. &c.

HE Undersigned has received Instructions PUBLIC AUCTION

SATURDAY, the 16TH MAY, 1896, Commencing at 2.30 P.M. at the Undersigned's SALES ROOMS, DUDDELL STREET,

A QUANTITY OF VALUABLE AND USEFUL HOUSE. HOLD FURNITURE. · Comprising :-

One DRAWING-ROOM SUITE CRIMSON PLUSH, One DITTO in BLUE PLUSH (both New), BEVELLED OVER-MANTELS, MARBLETOP and FANCY TABLES and CHAIRS. WRITING TABLE and DESKS, CLOCK, ORNA-MENTS, FENDERS, One COTTAGE marine in every form, Laundry Blue, and Goods PIANO, CARPETS, mostly New, CUR of a similar kind, facsimiles of which have been TAINS. &c., &c.

A FINE LOT OF SUPERIOR CANTON BLACKWOOD, Comprising : CURIO STAND, LADY'S DESK, SIDE

TABLE, TEAPOYS JARDINIERES STOOLS, &c. SEVERAL SIDEBOARDS with GLASS BACKS, DINING TABLES, CANE-SEAT | 923] OCCO CHAIRS, DINNER GONS, DINNER and DESSERT SER VICES, ELECTRO-PLATE and GLASS CUTLERY, PANTRY REQUI-SITES. COOKING STOVES.

BRASS BEDSTEAD and MAT TRESSES. Several IRON and BRASS MOUNTED BEDSTEADS and MAT TRESSES (New), SINGLE and DOUBLE WARDROBES, with Bevelled Glass and Plain MARBLETOP BUREAU, with Beveller Glass, MARBLE TOP WASHSTANDS, and DRESSING TABLES, Several New TOI: LET-SETS, SUNDRY BEDROOM FUR NITURE and BATHROOM REQUISITES no One New Five Feet BILLIARD CLOTH One New PREMIER COVENTRY MADE BICYCLE with PNEUMATIC TYRES and LATEST IMPROVEMENTS (Complete).

One AMERICAN BICYCLE, with PNEU MATIC and WOOD TYRES. Catalogues issued prior to the Sale. On View from FEIDAY, the 15th May. TERMS OF SALE :- As Customary.

GEO. P. LAMMERT Hongkong, 12th May, 1896.

FOR THE MAIL. THE HONGKONG WEEKLY PRESS W be ready To-Morkow and will contain Leading Articles .-

The Chinese Import Tariff and the The Opening of the West River and the Anti-Foreign Agitation. Dr. Clark and the Health of the Colony French Colonial Policy. The Penalty for Treespassing in the

Supreme Court. Hongkong Sauitary Board. Anti-Foreign Proclamation at Wuchow. The Onivo Newchwang Inquiry. The Gymkhana. Imperialism and the British Empire. Another Incendiary Fire.

Annual Report of the Medical Officer of Health.

Reduction of the Sentence in the Fort Trespass Case. Correspondence. Local and District News.

Subscription \$12 per Annum, payable in ad-

vance; postage \$2. Extra copies 80 cents cach, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 12th May, 1896. FOR KOBE AND YOKOHAMA. HE Steamship

"CASPIAN" will be despatched for the above ports TO-DAY, the 12th inst., at 5 P.M., instead of as previously advertised. For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 11th May, 1896.

> LIMITED. FOR SWATOW, AMOY, AND FOOCHOW.

DOUGLAS STEAMSHIP COMPANY.

THE Company's Steamship " HATTAN."

Captain Roach, will be despatched for the shove Ports TO-MORROW, the 13th inst., at. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 11th May, 1896. FOR SHANGHAL JINSEN, AND NAGASAKI THE Steamship

"SATSUMA MARU." Captain F. L. Sommer, will be despatched as above TO MORROW, the 18th fust, at 4 P.M. instead of as previously advertised. This Steamer is Specially Fitted for Passen. gers, with Superior Accommodation. For Fessage or Freight, apply to NIPPON YUSEN KAISHA Hongkong, 11th May, 1896.

AUCTION. * PUBLIC AUCTION

WHE Undersigned has received Instructions to Sell by PUBLIC AUCTION TO-DAY (TUESDAY), the 12th MAY, 1896, at 2.30 P.M.,

at his SALES ROOMS, QUEEN'S ROAD, HOUSEHOLD FURNITURE. (for Sundry Accounts) TAPESTRY with PLUSH-COVERED

DRAWING-ROOM SUITE, LEATHER COVERED EASY CHAIRS. BLACK WOOD MARBLETOP CENTRI TABLES. CHIMNEY GLASSES PICTURES and ORNAMEN'IS. EXTENSION DINING TABLE, SIDE

BOARD, WHATNOT, CHEFFONIER GLASS BOOK CASES, DESK, and COPY ING PRESS. CROCKERY, GLASS and PLATED DOUBLE and SINGLE IRON BED STEADS. WARDROBES, with Plate Glass Doors, CHEST OF DRAWERS, MARBLETON

DRESSING TABLES and WASH STANDS. One BANJO, Une BICYCLE, and One 12-Bore - CENTRAL FIRE FOWLING

TERMS OF SALE :- As Customary. J. M. ARMSTRONG.

Auctioneer. Hongkong, 9th May, 1896.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873, 8 of 1886, and 20 of 1895.)

IN THE MATTER OF AN APPLICATION ON BEHALF OF THE FIRM TRADING AB VEREINIGTE ULTEA-MARINFABRIKEN VORMALS LEVERKUS ZELTNER AND CONSORTEN, OF NUREMBERG, IN THE EMPIRE OF GERMANY. ULTRAMARINE MANUFACTURERS. FOR THE REGISTRATION OF A TRADE MARK USED BY THEN IN RESPECT OF ULTRAMARINE IN EVERY FORM, LAUNDRY BLUE. AND GOODS OF A LIKE KIND, IN THE REGISTER OF TRADE MARKS AT HONGKONG.

NOTICE is hereby given that Dr. JOSEF VON HOERMANN trading at Nuremberg in the Empire of Germany, in Copartnership with others as "VEREINIGTE ULTRA MARINFABRIKEN VORMALS LEVER KUS ZELTNER AND CONSORTEN, Ultramarine Manufacturers, has applied on the 5th day of March, 1896, to His Excellency the Governor for leave to register in the said firm name of "Vereinigte Ultramarinfabriken Vermals Leverkus Zeltner and Consorten" in the "Register of Trade Marks" a Trade Mark used by the said firm trading as "VEREIN-ULTRAMARINFABRIKEN VORMALS LEVERKUS ZELTNER AND CONSORTEN" in respect of Ultrafiled by the undersigned in the Office of the

Colonial Secretary, Hongkong. Dated the Tonth day of April, 1896. MATTHEW J. D. STEPHENS, 18, Bank Buildings, Hongkong, Solicitor for VEREINIGTE ULTRAMARINFABRI

KEN VORMALS LEVERKUS ZELTNER & CONSORTEN. IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873, 8 of 1886, and 20 of 1895).

AND IN THE MATTER OF AN APPLICATION ON BEHALF OF MESSIEURS P. MOIR CRANE & COMPANY, of 6. BANK STREET, MANCHESTER IN THE COUNTY OF LANCASTER, ENGLAND, OIL MANUFACTURERS. FOR THE RECISTRATION OF A TRADE MARK USED BY THEM IN RESPECT OF LUBRICATING AND ILLUMINATING OILS AND CANDLES AND PARAFFINE WAX IN THE REGISTER OF TRADE MARKS AT Hongkong.

TOTICE is hereby given that JOHN MOIR, trading at 6, Bank Street, a Manchester, in the County of Lancaster, England, in Copartnership with others as " I MOIR CRANE and COMPANY," Oil Manufacturers, has applied on the 12th day of February, 1896, to His Excellency the Governor, for leave to register in the said firm name of "P. MOIR CRANE & COMPANY" [1152 in the "Register of Trade Marks" a Trade Mark used by the said firm of "P. MOIR CRANE & COMPANY in respect of lubricating and illuminating Oils and Candles and Paraffine Wax, facsimile of which has been flied by the undersigned in the Office of the

> Dated the Seventh day of March, 1896. MATTHEW J. D. STEPHENS. 18. Bank Buildings. Hongkong Solicitor for Messrs. P. MOIR CRANE & COMPANY

Colonial Secretary, Hongkong.

NOTICE TO MARINERS. No. 59 (SPECIAL).

CHINA SEA. SHANGHAI DISTRICT. WOOSUNG INNER BAR.

OLD BAR CHANNEL BLOCKED 'MARKS' AND LIGHTS DISCONTINUED. Frima Channel olváb. INTENDED CHANGE IN SIGNAL-

LING DEPTH ON BAE. hereby given that the S.B. the deep channel below the Woosing Inner Bar, with her bow nearly in the line of the Old

Bar Marks. The wreck is marked by a Chinese boat showing a red flag by day and TWO RED lights in a vertical line by night. The Old Bar Marks and Lights have been discontinued, and until further notice the depth on the Woosung Inner Bar will not be signaled

during night time. The Feima Channel is clear. On and after the 10th May, 1896, and until further notice, the signals at the Woosing Signal Station will indicate the depth of water in the Feims Channel.

A.M. BISBEE. Coast Inspector. IMPERIAL MARITIME CUSTOMS, Coast Inspector's Office,

Shanghai, 80th April, 1896. WANTED. SITUATION in & MERCANTILE

BANKING HOUSE by a Young Man of Eight Years' Office Experience, with fair knowledge of French and Spanish and Book-Address

Care of Daily Press Office. Hongkong, 30th April, 1896. DITORSHIP or BUB EDITORSHIP wanted Bren TESTIMONIALS. Work well known in the Fer East.

Care of Daily Press Office. Hongkong, 7th May, 1896.

INTIMATIONS. PHARMACY

Now Opening out a Fresh Supply of :--HAIR, NAIL, TOOTH and SHAVING BRUSHES. TURKEY and BATH SPONGES. SUN GLASSES, in various Shapes.

SOLE HONGKONG AGENTS for-NIWO MEDICINAL WATER and TANSAN—The new Well-known and Popular JAPANESE TABLE WATER. FLETCHER & CO.

CALDBECK. WINE AND

GLASGOW

MACGREGOR & CO. SPIRIT MERCHANTS.

4. FOOCHOW ROAD. ST. ENOCH'S SQUARE LONDON LEADENHALL HOUSE.

Telephone No. 75. Hongkong, 11th May, 1896.

CARMICHAEL & CO., LIMITED

MACLAREN'S IMPERIAL JAR CHEESE, the Best in the Market, \$2.75 per Jar. DAWSON'S PORPOISE BOOTS and SHOES, BOSTOCK'S BROWN BOOTS and SHOES, PATENT LEATHER and COURT SHOES, at Moderate Prices. CARMICHAEL & CO., LIMITED, 18, Praya Central

LANE, CRAWFORD & CO.

JUST RECEIVED

A NEW AND SPECIALLY SELECTED STOCK OF

ELECTRO-PLATED WARE.

TEA SETS. COFFEE SETS. HOT WATER KETTLES, TEA and COFFE POTS, EGG BOILERS, EGG STANDS, CRUETS, ENTRÉE DISHES, SETS OF DISH COVERS, ICE PAILS, SUGAR and CREAM STANDS, BISCUIT BOXES LAMPS. PRESERVE JARS, CLARET JUGS, SALAD BOWLS, BUTTER DISHES TANTALUS SPIRIT STANDS, LIQUOR STANDS, SODA WATER STANDS. DESSERT KNIVES and FORKS in CASES..

FISH KNIVES and FORKS in CASES, and a VARIETY of FANCY ARTICLES.

Hongkong, 29th April 1896.

LANE, CRAWFORD & CO.

FIRST CLASS HOSIERS AND OUTFITTERS.

Ex. "GLENGARRY." TENNIS SHOES, TENNIS SHIRTS, BATHING DRAWERS, BATHING DRESSES, CRAPE SHIRTS, &c., &c. No. 3, PEDDER'S ST., HONGKONG HOTEL BUILDINGS.

6.000.000 Bottles sold in one month.

A SPLENDID DINNER ALE

"THE KOP THAT CHEERS." NATIONAL BEVERAGE.

LOOKS LIKE BEER TASTES LIKE BEER. BREWED FROM KENTISH

HOPS.

KOPS ALE

BRIGHT! PURE!

SPARKLING!!! NON-INTOXICATING!!!

WATKINS & CO., SOLE AGENTS.

APOTHECARIES HALL, 66, QUEEN'S ROAD CENTRAL

PALMER & CO. Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC. Distinguished by 4 STARS on the label. Price \$19.00 per 1 dozen bottles. SUPERIOR OLD COGNAC Distinguished by 3 STARS on the label

Price \$17.75 per 1 dozen bottles. VERY GOOD COGNAC. Somewhat younger than the above. Distinguished by 2 STARS on the label. Price \$14.00 per I dozen bottles. "PALL MALL" WHISKY, Eleven years old, very fine quality. Each bottle bears an analyst's certificate.

The quality is guaranteed. Price \$16.75 per I dozen bottles. Well-matured HIGHLAND MALT WHISKY. Blended by CUTIER, PALMER & Co. Moderate in price, excellent in quality. Price \$14.00 per 1 dozen bottles.

BRODIE & CO.'S FINE SCOTCH WHISKY. in "Squat" Bottles. Price \$10,00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY, in Patented Bottles. Price \$9.00 per 1 dozen bottles.

WHISKY,

Moderately priced, good quality. Price \$8.00 per 1 dozen bottles.

GLENIFFER BLEND, SCOTCH

INVALIDS' PORT. This Wine is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Professor Cassall, Price \$16.75 per 1 dozen bottles. DOURO PORT

This is a fine quality Wine of exceptionally rood value. Price \$12.00 per 1 dezen bottles. SHERRIES, The Earl Misa's shipping.

Price \$16.75 per I dozen bottles. LA TORRE Price \$1400 per 1 dozen bottles. Pure and natural Wine; a tonic. WHITE SEAL SHERRY-Popular at the Club. Dry, delicate, and of fine flavour.

Price \$17.75 per I dozen bottles. CLARETS in Quarts and Pints. CHATEAU MOUTON. For a good after dinner Wine wo recommend this. Price 326.75 per 1 dozen bottles. LAROSE. This is a very attractive Claret, of good bouquet. Price \$15,75 per 1 dozen bottles. MARGAUX-MEDOC. A breakfast Claret. Price \$8.75 per 1 dezen bettles.

LIQUEUR. BENEDICTINE, D.O.M. Price \$33.50 per 1 dozen bottles:

Agents-SIEMSSEN & Co., Hongkong.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST A/MAIN

"ANTIPYRINE," Dr. KNORE'S LION BRAND (Doss FOR ADVITS 15 to 85 GRAINS TROY) Is the most approved and most efficacions remedy in cases of Headsche, Migraine, Neuralgia, Rheumatism, Fever, Typhus, Influenza, Dengue, Erysipelas, Hooping-Cough, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. Knorn's Antipyrine I. Each Tin bears

the Inventor's Signature "Dr. KNORR" in red latters. Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described

as amating. "MIGRAININE," DR. OVERLACH'S

(ANTIPYRINE-CAPPEINE OFTRATE) Invaluable for migraine and of the greatest value in treating headaches of dofinite etiology, in the headaches of influenza, of nicotine, and morphia poisoning, and generally where the administration of other remedies have falled. To be had at every reputed Chemist and Druggist. Supplies constantly on hand at the CHINA EXPORT, IMPORT & BANK CO., Sole Agents for China. Beware of Spurious Imitations!

INTIMATIONS

SCOTTISHLIFE OFFICE of 69 years ataliding, and one of the wealthiest and most progressive of the Provident Institutions of the United Kingdom. For forms of proposal and every information

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HONG-NAME

Telephone No. 135.

[a27 a598]

DOUWELL CARLILL & CO. Hongkong, Ichl November, 1895. [1-1978 32]

Sole Agents for it-LANE, URAWFORD & Co. Hongkong.

HANAPPIER'S *** at \$21.00 per dozen is a PURE GRAPE SPIRIT of EXCELLENT QUALITY.

> SOLE AGENTS GANDE, PRICE & CO.,

NOTICE. HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held TO MORROW (WEDNESDAY) the 13th inst., at 3.30 P.M., at the Rooms of the CHAMBER, CITY HALL, for the Purpose of Receiving the Report of the Committee and passing the Secretary's Accounts for the Year ending 31st December, 1895.

R. C. WILCOX, Hongkong, 7th May, 1896.

A. S. WATSON & CO., LIMITED POTICE in Lordy given that the ELEVENTH ANNUAL ORDIN-ARY GENERAL MEETING of the COM-PANY (since its Registration) will be held in the BOARD ROOM at the HONGKONG DISPEN-SARY, on THURSDAY, the 21st instant, at Twelve o'clock, Noon, for the Purpose Receiving the Report of the General Manager, together with a Statement of Account to the 31st December, 1895.

The REGISTER of SHARES will CLOSED from MONDAY, the 18th inst., till SATURDAY, the 23rd instant, both days inclusive, during which period no TRANSFER of Shares can be registered. By Order.

A. H. MANCELL. Secretary. Hongkong, 9th May, 1896. UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS. A N INTERIM RONUS of Twenty per Cent. upon Contributions for the year 1895 has been declared. WARRANTS will be issued on the 30th

By Order of the Board, Socretary. Houghoug, 21st April, 1896: THE YANGTSZE INSURANCE ASSO-

CIATION. LIMITED. NOTICE TO SHAREHOLDERS.

DIVIDEND at the rate of Twenty per Cent, being Twelve Dollars per Share on the paid-up Capital of the above Association, has been declared payable at the CHERTERED BANK OF INDIA, AUSTRALIA, AND CHINA, OF the Hongrong and Shanghai Banking CORPORATION on and after this date to Shareholders of record on the 10th April, 1896.

By Order of the Board of Directors. W. S. JACKSON, Secretary. Shanghai, 21st April, 1896. NOTICE.

FIGHE Undersigned begs to give Notice that he has now OPENED a Shop at No. 68, QUEEN'S ROAD CENTRAL, for the SALE of GOLD and SILVER WARE, SILK, CURIOS, &c., and he hopes to receive a share of the Public Patronage. All Orders carefully WAH SHING.

68, Queen's Road Central. Hongkong, 1st April, 1896. DETER DAWSON'S SCOTCH WHISKY The Well-known BRANDS PERFECTION, SPECIAL, EXTRA SPECIAL:

Apply to H. H. KIRCH & CO. Sole Agents. Hongkong, 2nd May, 1896.

OF HONGKONG, No. 618, S.C. REGULAR MEETING of the above LODGE will be held in the FREE-MASONS' HALL, Zetland Street, TO-NIGHT, the 12th inst., at 8 for 8.30 P.M. precisely. Visiting Brethren are cordially invited to

Hongkong, 8th May, 1896. PERSEVERANCE XX LODGE OF HONGKONG, No. 1,165. REGULAR MEETING of the A shove LODGE will be held in the FREEMASONS' HALL, Zetland Street, on

vited to attend. Hongkong, 11th May, 1898. INSURE. EQUITABLE LIFE ASSURANCE SOCIETY OF U.S.A. gives the

BEST SECURITY.

BATURDAY, the 16th inst, at 8.30 for 9 P.M.

precisely. Visiting Brethren are cordially in-

Lives there a man with soul so dead, Who never to himself has said, "I must protect my loving wife, And so I must assure my life. I would not be a soulless boor, Who dies and leaves his family poor. I'll pay a premium every year, And then my loved ones need not fear But what, when I em in my grave. They'll have far more than I can save ; Or if when old I living be, The money will provide for me And an old age, serene and bright And peaceful as a summer night, Shall lead me to the grave." If you would be another such, And wish to find out just how much Premium cost to you will be, Write, phone, or call on us or me.

Hongkong, 23rd October, 1895.

SHEWAN & CO. General Agents, J. T. HAMILTON.

No. 12, Queen's Road Central.

INTIMATIONS.

The sale of this good Scotch increases month

CUTLER, PALMER & CO.'S SELECTION.

by month; it is of Superb Quality and of

QUARE BOTTLE WHISKY

ATAPIER JOHNSTONE'S

Wine and Spirit Merchants,

CUTLER, PALMER & CO.'S PRICE \$9.00 PER DOZEN Blend of Selected Distillations of the Finest Scotch Whiskie

SIEMSSEN & Co., Hongkong. AUTLER DALMER & Co WINE SHIPPERS SINCE 1815. Who have consigned their Brands to our care for over half a contury Apply to G. C. ANDERSON, Messrs. JARDINE, MATHESON & Co., Hongkong,

IENTING. SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consulation Free. Hongkong, 23rd September, 1891.

NARBOLINEUM-AVENARIUS

And to their friends in Shanghai.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampuess. Sole Agents for China,

USED FOR 16 YEARS.

◆ SCHEELE & CO Hongkong, 25th January, 1892. SANG COAL MERCHANTS

LARGE STOCKS OF EVERY DESCRIP TION OF COAL. Iddress - Care of Mesars Kwong Sang & Co No. 68. PRAYA. HOTELS

have always on hand.

MOUNT AUSTIN HOTEL. 1.400 feet above sea level. Telegraphic Address.

Excelsior" Hongkong, No. 35. A.B.C. Code This MAGNIFICENT HOTEL is situated Hill District the air is delightfully cool and bracing, the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed. The CUISINE is under the personal superin-

tendence of an experienced European Steward. LAWN TENNIS .- Three Courts in splendid ondition are kept for the use of Visitors. TRAMWAY TICKETS are supplied to Residents and Visitors at the Hotel at reduced

For further Particulars, apply at the OFFICE 38 and 40. QUEEN'S ROAD CEN RAL, or to MOUNT AUSTIN HOTEL. The Manager. Hongkong, 2nd September, 1895.

DILLIARD FROURNAMENT.

HONGKONG HOTEL.

PRIZES:

GOLD WATCH.

GOLD SCARF RING.

GOLD PENCIL CASE.

CANTON. (LATE SHAMEEN, HOTEL, CANTON). IVI the pleasure to inform their Patrons, now RI-OPENED it under the more popular possible.

Style of VICTORIA HOTEL,

VICTORIA HOTEL

NEW VICTORIA HOTEL, Hongkong. Hongkong, 10th January 1896.

For further Particulars, apply to the MANAGER.

BEST appointed HOTEL in JAPAN is the above and for which no Passport is Manager for the East. 10 the above and for which ber, 1895. [a230] required to travel from KOBE.

SHIPPING.

ARRIVALS. May 11, Cowner, British eteamer, 3,155. S Parsons, Moji 6th May, General.-ARN-HOLD, KABBERG & Co. May 11, FEECHEU, Chinese str., 642, Wong, May 11, Argyll, British str., 1,866, W. Ward Moji 6th May, Coal. Dodwell, Carlill

May 11, BENLARIC, British steamer, 1,452, C. Wallace, Moji 6th May, Coals.-GIBB, LIVINGSTON & Co. May 11, HAITAN, British steamer, 1,182, J. S. Roach, Foochow 9th May, and Amoy 10th, General. Douglas LAPRAIR & Co.

May 11, Taisang, British str., 1,505, Hogg, Shangkai 7th May, and Swatow 10th General. JARDINE, MATHESON & Co. May 11. KWANGLEE, Chinese str., 1.505, Lincoln, Shanghai 8th May, General -C. M.

May 11. GLOUGESTER CITY. British str., 1,416,

J. N. Bell, Saigon 6th May, Rico. - ORDER. CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 11th May. Onsang, British str., for Singapore. Canton, British str., for Swatow. Amara, British str., for Saigon. Triumph, German str., for Hothow. Hailoong, British str., for Swatow. Fuping, Chinese str., for Chefoe.

Nord, Norwegian str., for Heihow.

Hupeh, British str., for Samarang.

DÉPARTURES. May 11, Canton, British str., for Shanghai. May 11. DAPHNE, German str., for Canton. May 11. Funing. Chinese str., for Chefoc. May 11, HUPEH, British str., for Samarang. May 11, ONSANG, British str., for Sourabays. May 11, SEBASTIAN BACH, Brit. bk., for S'pore.

Per Taisang, str., from Shanghai, &c.-Capt. Hogg and Mr. Williams. Per Haitan, str., from Coast Ports.-Mr. and Mrs. Wookey and Johildren, and Mr. D. Sliman. VISITORS AT HOTELS.

HONGKONG HOTEL.

PASSENGERS.

Mr. W. Krimme Mr. M. Lacazo MrcLa Barmuoizus Mr. B. J. Barlow Mr. and Mrs. Lanson Mr. A. Bastos Mr. J. F. Lassila Capt. H. G. Lethbridge Mr. J. W. Bolles Mr. C. A. McCallum Mr. and Mrs. Bottenheim Dr. D. McDonald Mr. F. S. Mesa Mr. W. J. Canter Mr. Morgan Mr. J. W. Oliver Mr. F. A. Carl Mr. E. Chosseler Mr. Owen Ordish Mr. C. F. Clarke Mr. E. Ormiston Mr. C. C. Clarke Captain Palmer Mr.F. B. Deacon Mr. W. Paritt Mr. Degoutin Major & Mrs. Pemberton Mr. W. A. Duff Mr. H. Price Mr. J. B. Duncan Mr. A. H. Rennie Mr. A. J. Easton Mr. Rousillier Mr. A. Fair Mr. H. K. C. Fisher. Mrs. J. T. Smith Miss Smith Mr. W. E. Frost

Miss Hardie

Mr. C. Harris

Mr. T. Jano

Mr. J. Jenkinson

Mr. Geo. B. Dodwell

Mrs. J. Stopani Capt. F. D. Goddard Miss L. Summers Mr. R. T. Gribble Mr. Tuen Err Toung Mai. & Mrs. Hanham Mr. & Mrs. J. P. Thomas Mr. R. L. Thomas Mr. II E. Tomkins Mrs. Thornton Mr. A. Herbet Mr. & Mrs. P. G. Hill Miss Thornton Mr. K. H. H. Van Ban-Mr. J. J. Hoar Mr. T. Howard nekom Mr. P. Walker Mr. W. K. Hughe Mr. W B. Walker Mr. A. L. Jackson

Mr. W. Whilev

Mr. F. J. Norman

Mr. H. E. Pollock

Mr. W. G. Williams

Miss Wyley & governess: Mr. Monon Jones Mr. J. W. Kinghorn MOUNT AUSTIN HOTEL Staff Surgeon Keays, R.N. and child Mr. J. M. Beattie Mrs. Keays Mr. & Mrs. Kirch & child Mr. Beck Mr. H. W. Bird Mr. Kiyooka Mr. & Mrs. H.E. Boxshall Mr. & Mrs. Macbeau. children & nurse Mr. Hart Buck Mr. J. McKie : Mr. Charles Cohen Mr. H. F. Meverink Mr. Henry Crawford Mr. W. L. Muir Mr. Spencer A. Dencon

Mr. Smith Alliston and Mrs. Eccles & child Mrs. Finch Mr. A. Stewart Hon. A. M. Thomson. Mr. W. Douglas Graham Cant. Tillett s, Inchbald, governess Mr. Geo. H. Wliceler. and 2 children. VESSELS IN DOCK ABERDEEN DOCKS.—Bonnington.

po. Dante, Mascotte, St. Anna, Olympia, Haimun, H.M.S. Rattler, Triumph, Frogner, Loyal. COSMOPOLITAN DOCK .- Exe, Wandering TO-DAY. Auction of Eunity Household Furniture, &c., by Mr. J. M. Armstrong at 2.30 r.m.

Meeting of St. John's Lodge, at 8,30 p.m.

TONGKONG HIGH-LEVEL TRAM-

WAYS COMPANY, LIMITED.

KOWLOON DOCKS .- Azamor, Taichiow, Ocam-

TIME TABLE 7.30 a.m. to 10.30 a.m. ... Every quarter of an hour; 11.30 a.m. to 12.30 p.m. ... Every laif hour. 12.30 p.m. to 2.30 p.m. ... Every quarter of an hour. 3.30 p.m. to 8.00 p.m. ... Every quarter of an hour.

Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour. BATUEDAYS. Extra Night cars at 11.30 and 11.45 p.m. 8.45 a.m. to 10.15 a.m. Every half hour. 10.30 a.m. and 10.40 a.m. Noon to 2 p.m. Every quarter of an hour 3 p.m. to 8 p.m. Every quarter of an hour. Night cam at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

mny's Office, 38 & 40, Queen's Road Central. TOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st Apri 1896. R. J. REMEDIOS, TOREIGN AND COLONIAL STAMP DEALER. 7A. CAINE ROAD, HONGEONG,

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Will be glad to send STAMPS on approval to any address on receipt of satisfactory refer-Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. Liberal Discount Allowed.

NOTICES OF FIRMS. BUSINESS ANNOUNCEMENT: Messrs. E. RICCO & CO., 24, QUEEN'S ROAD CENTRAL,

BEG to announce the TRANSFERENCE of their Business from Hongkong to TESSES. MADAR & FARMER have Medagascar, and the consequent WINDING-UP of the HONGKONG BRANCH. Friends, and the Public generally that, having All Accounts AGAINST the Firm must be leased the SHAMEEN HOTEL, they have lodged before the 15th MAY, 1896, and Refurnished the whole Establishment, had it Customers INDEBTED to the Firm are vastly improved in every department, and have requested to make Payment as early; as E. CHOSSELER, 🕾

> Attorney for the Liquidation. Hongkong, 2nd May, 1896. [2678-39 HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

MR. DAVID GILLIES having returned to the Colony has RESUMED CHARGE of this COMPANY as GENERAL MANAGER. By Order of the Board of Directors, THOS. I. ROSE.

Secretary. Hongkong, 6th May, 1896.

INTIMATIONS NOW READY

CHEONICLE AND TRECTORY CHINA, JAPAN, STRAITS, &c., &c., 1896,

With which is incorporated THE CHINA DIRECTORY. This is the

THIRTY POURTH ANNUAL ISSUE, and will be found, as usual, to show an advance on preceding years both in fulness and accuracy of information. The DIRECTORY covers the whole of the ports and cities of the Far East, from Penang to Vladivostock, in which Europeans reside.

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A. S. WATSON & CO., LIMITED THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1896.

NOTICE TO CORRESPONDENTS. ... On LY communications relating to the news columns

Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as suidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DASLY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only Supplied for Cash Telegraphic Address PRESS-A.B.C. Colb. Telephone No. 12.

MARRIAGE. On the 4th inst, at the British Episcopal Church, Foochow, by the Ven. Archdeacon Wolfe, assisted by the Rev. W. Banister, and after at H.B.M.' Consulate, by Mr. C. F. R. Allen, JOHN C. OSWALD, of Foochow, to NINA LOUISA DAY, second daughter of the late Rev. A. B. Day, Rector of Fishponds,

On the 2nd May, on board the Yokohama Maru, CHARLES CROMIE, aged 56. On the 6th May, at 56, Quinsan Road, Shanghai, ANDREA NICHOLAS VILOUDAKI, a native of Greece aged 72 years, and for about 35 years a resident in Nagasaki and Shanghai.

HONGKONG, MAY 12th, 1896.

THAT Wuchow-fu will at no very distant date become a Treaty port, and that foreign steamers will find their way up the West River, there is little doubt. The Chinese Government have assented to this in principle, and all that remains, we are told, is to settle the details, as to which ports on the inland waterways of the Two Kwang are to be opened to foreign trade. We had hoped that there would be no opposition on the part of the inhabitants to this step. Kwangsi and Kweichow, unlike Hunan, are and spirit of the Treaties, and insist with no great strongholds of the mandarin or unwavering and unsleeping determination. even the literati class. On the contrary. upon their strict fulfilment. these are the provinces in which the most formidable rebellions against the Manchu dynasty have taken their rise, and the for change. But it would seem, from the issue of the anti-foreign proclamation re- left Singapore for this port on Saturday aftercently posted in Wuchow-fu, that the antiforeign spirit which raged so fiercely a few vears since in the Yangtsze Valley, leading for this port on the 10th inst. and is due here on to a long catalogue of outrages and murders. is at work in Kwangsi, and that efforts are being made to stir up popular hatred of the foreigner, with a view to giving him an unpleasant reception if he should have the temerity to wish to carry on trade with the natives in that province. The appearance of a slanderous and foolish pronunciamento like that posted at Whehow is probably the commencement of an agitation to keep the country entirely hostile to the advent of all strangers, and to rouse such feeling among the populace as to give the Government an opportunity of pleading the danger of an insurrection in excuse for going back on their word. The proclamation is artfully worded, as usual, being so framed as first to pander to the national vanity. by exalting their own institutions, and then, trading on their credulity, by reiterating the old charges of foul indecency filed a petition in the Supreme Court at Shang, unable to turn out ladies' machines at a rate against the Roman Catholic missionaries. had against the owners of the steamer Pekin in sufficient to meet the demand. As fact as the It is curious to note that, while making no between the two yessels in that harbour on ladies ory for more. To cry for more. I may mention of Protestant missionaries, a special Good Friday.

rap is given at Great Britain by expressing contempt for a people who will allow themsolves to be ruled by a woman. The author is probably as ignorant as those whom he affects to enlighten. Did it never becur to him that the Chinese themselves have for

under female government? The Empress Dowager, lately the Empress Regent, cerfainly exercised as much real power as the Queen-Empress Victoria, though she was a much less conspicuous personality? It is true the Empress Regent was never seen by the myriad subjects of Tune Curn and men is likely to be required more than at any Kwang Su, but she had much to say in the other time. direction of affairs, and even in her retirement has been able to influence the administration. We are not among these who profess much admiration for this capable but designing woman; but if everything so faultless in the Central Kingdom as

the writer of the proclamation makes out, why cannot he admit the possibility of even " barbarian" queen being a wise ruler? What is of far more importance, however, than the opinion of this detractor of all things foreign is the possible effect his venomous accusations may have upon the people of Wuchow-fu and surrounding-district. It is not to be supposed for a moment that these libellous assertions will be questioned by the citizens of Wuchow. They will be received as gospel truths, and in all probaforeigners make their appearance.

doubt that was the deliberate object of the writer, who apparently hopes to foment an outbreak against the Roman Catholic Missions in Kwangsi before the port of Wuchow is opened to trade. It will be the duty of the Viceroy of the Two Kwang to nip this demonstration in the bud, and it will be interesting to note what action His Excellency will take. Duty and inclination in this case do not, we fear, lie parallel. The Vicercy is not too favourably disposed to the idea of opening up the inland waterways to steamer navigation and foreign trade, and he is most strongly opposed to the Transit Pass trade. Craft-otherwise office and perquisites—is in danger by the demand made for the faithful observance of the stipulations of Article XXVIII of the Tientsin Treaty, and in the interests of his class and of his undertings he is prepared to battle that question to the death, so far, no doubt, as secret and underhand weapons of attack can be used. Or

course if the Central Government decree the enforcement of the Treaty stipulations in regard to the Transit Pass system, which Lord Salisbury is now pressing for, the Viceroy and his subordinates will have to give way; but they still have weapons, and this proclamation, if we mistake not, has been forged for the occasion. Not improbably it is the first reply to the announcement that the Chinese Government have conceded the opening of the West River. If the originators of the document are in grim earnest we may expect very shortly to hear of mob violence, carefully directed by the gentry and encouraged by the officials, against the missionaries or possibly any foreign traders who may be pioneering up the West River. The Viceroy would at once disown any such doings, and would doubtless send troops up to the scene of the outrage, where they would do nothing except perhaps to harass and insult the native Christians. It is evident, from the action taken by the Viceroy in the case of Mr. John Andrew at Wuchow, that there is nothing to hope from the provincial officials, and everything to apprehend from [1150 trade with the "barbarian." It is as well

their hostility to all change. They wil oppose the working of the Transit Pass system by every device within their compass or knowledge; they will stir up the populace at Wuchow against the intending foreigners; they will induce the boatpeople to believe that the introduction of steamers on the rivers will ruin their trade; and they will endeavour to persuade traders that they will not be benefited by a direct to know and be prepared for these obstacles; they will be the more easily met. But there is, underlying all the innate ill will and hostility of the mandarins to change and their batred of foreigners, a further and deeper reason for their opposition to any fresh facilities being given to foreign trade. They rely, not on their salaries for their incomes, but upon the squeezes they can levy on trade, and if they are debarred from collecting lekin on goods which pay the charge for the transit pass, they are de- silk filatures, and, from what we can gather, prived of a large slice of their revenue. remedy might be found for this if the Central Government would agree to a division of the duties, or if they would pay the. provincial officials fairly. But in a corrupt country like China, where the squeeze system is as the breath of life to the official, it is hopeless to expect either reform compromise, and the only thing for Foreign

There were 2,111 visitors to the City Hall people have usually shown rather a penchant | Museum last week, of whom 178 were Europeans. | high as from 15 to 20 per cont. within the past The steamer Catherine Apcar, from Calcutta.

Ministers to do is to stand firm on the letter

noon, the 9th instant. The N.G. I. steamer Bisagno left Bombay

or about the 29th instant. Tho P. M. steamer City of Rio de Janeiro, with mails, &c., left Negasaki for this port on the 10th instant, at 11 p.m.

The O. S. S. Co.'s steamer Agamemnon, from Liverpool, left Singapore on the 10th inst. and may be expected here on or about the

The C. N. Co.'s steamer Tsinan, from Australian ports, left Thursday Island on the 10th inst, and may be expected here about Wednesday, the 20th instant.

Meterial for the Ewo Cotton Spinning and Weaving Co. has arrived at Shanghai by the Pingsuey, Hyson, and Glengarry, and has been landed at the Associated Wharves. The bedies of Captain Slessar, of the Onwo.

and Mr. Scott, the pilot, were picked up by Chinese boats early on the morning of the 7th May, near the Red Buoy, Woosung. The owners of the steamer Normandie have that the best bicycle manufacturers are simply

The first steam-launch of the Ningpo steamferry company commenced running on the 1st. May between the different towns on the river Yung. The fares both for passengers and cargo are considered cheap. -- Mercury.

There were twelve cases of plague on Sunday. Eight were from the city, two from British upwards of twenty years been more or less Kowloon, one from the harbour, and one from cases. Five were from the city, four from British Kowloon, and one from Green Island.

We (China Gazette) learn from Peking that Mr. Beauclerk and Mr. Grant Duff are shortly to leave for home, so that the British Legation will be left in the hands of new comers just at a stage when the presence of the most experienced

The Secretary of the Punjom Mining Co., Limited, advises as that he has received the following telegram from the mine, being the result of the clean up of the cyanide plant for 237 ors. of gold of an average assay value £2 2s. 9d. sterling."

At Foochow on the 1st May a cricket match was played between an eleven from H.M.S. Immortalite and the Foochow Cricket Club. The Immortalite eleven went in first and made 85 runs; Foothow's score was 43. In the second innings of the Immortalité they ran up a score of 171 runs for seven wickets, of which Lieut. Perry Ayscough contributed 101.

-An unmarried girl in Canton, reading in a Chinese newspaper the account of the famine and plague in Kwangsi, is said to have subscribed \$3,000 for the relief of the sufferers, raising this sum of money by selling all her jewellery and other things, birthday presents, &c., from bility will prove the seed of a riot when her parents and rich relatives, together with the noney that she had saved from her childhood.

> The Mercury of the 7th May says: We regret to have to record the death of Mons. H. condition of his ship after the collision. Loumyer, Belgian Minister to China and Siam, which took place at the General Hospital this Tientsin. He arrived here on the 3rd instant in the Kinsing. The funeral will take place from St. Joseph's Church to morrow at 9 a.m. The flags of the Consulates and men-of-war were half-must during the day.

The insurance on the Onwo amounted to about Tls. 50,000, of which Tls. 12,000 was Court. effected with the Canton Insurance Office, Tls. 6,000 with the Yangtsze. Tls. 3,000 with the South British, and a couple of thousand taels in the World Office. It was proposed to blow up the wreck at once, but we believe the majority of underwriters object to this course, as a large quantity of the cargo, such as silk piece goods cannot be very much damaged. There were some twonty-five cases of uninsured opium on board belonging to Chinese, but there was no treasure, though one of the banks had almost arranged to send up a considerable quantity by the Ossea. At the last moment it altered its arrangement.-China Gazette.

The N. C. Dails News says :-- In our account of the efforts made to rescue the victims of the disaster to the Onwo on the morning of the 30th, we emitted to do justice to Mr. J. W Gardelin, the Customs berthing officer at Woosung. Mr. Gardelin was first-on the scene, and with his one boat he-rescued fourteen of those who were fleating on the water, one of whom died of exhaustion. Too much cannot be said about the promptitude and kindness of the officers and men of the U.S. flagship Olympia; not only were they most prompt and eager in the work of rescue, but when they got the survivors on board their ship they did everything in their power to make them comfortable provided them with clothes, and got up a subscription for them. the bluejackets even making a suit of clothes for a small boy whom they picked up, and whose

father and mother were drowned. The N. C. Daily News of the 5th inst. says :--Very great regret was felt in the Settlement | currence of such a thing, particularly a case that the Chairman of the Inland Revenue Commissioners, London, Sir Alfred Milner, K.C.B. was Mr. Cromie's half-brother, and that the opportunities to rise to distinction which Sir Alfred Milner has turned to such good account were due to Mr. Cromie's loving generosity.

first and those from the Glengarry afterwards. The Hon. Treasurer of the Alice Memorial and Nethersele Hospitals begs to acknowledge with thanks the following donations to the

inds of the hospitals:—	
Blackhard and Co	\$25
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	20
Ganno and Co	20
Harvie and Co	
J. D. Hutchison	Zt
W. Tarn	. ZL
J. R. Crook	1.5

The Mercury of the 2nd May says :- There seems to be a financial crisis amongst the native affairs with them are in rather a critical condition. This, we understand, is caused by the heavy rise in interest charged by the native banks and the fall in the price of silk. The silkmen will shortly be going up into the silk districts to buy cocoons, and they depend very much on the native banks to get their money to procure their annual supplies. It is reported to us that no less than eight native silk filatures have suspended work, not intending to buy. Some of these filatures have only just been started, whilst the erection of others has been suspended, although the plant and machinery have arrived, owing to the want of capital, the shareholders not being able to pay up their. calls. The shareholders in one enterprise have offered to sell out at a very cheap rate, whilst others are trying their utmost to obtain foreign capital to carry on their business. So far as we can ascortain, no Europeans have come forward with money. Native interest has been ruling as. week, but is now down to about 12 per cent.

"The Moralist" writes in the Straits Times :- I had some talk the other day with a firm who deal in bicycles, and they told me that, during a comparatively short period, they had sold in Singapore no less than two hundred and eighty machines. If one takes the average price of these at, say, \$160, the turnover in the hands of that one firm alone, within a limited period, comes to nearly \$45,000. It was part of that firm's contention to me that bicycles were sold here choaper than in England. They did not mean by that that the machines that are brought out here are old machines or inferior, but that the present year's pattern of a standard machine can be bought in Singapore for less sterling money than it can be bought in London, and the explanation of that fact is that the Singapore firms buy in large quanti- angles. ties for ready cash, and, conducting a bicycle business as a part only of a larger trade, do not need to charge it with the same-ratio of profit that a London tradesman does. As for the cost of freight, that is trifling. And so we come to the not statement that you can buy your bicycle in Singapore much cheaper than you can buy in London. Not very many ladies' machines have as yet been sold in Singapore, but there is now a large and constant demand for thom, and the demand both here and in England is greater than the supply. My informant assured me that their London house wrote to them connection with the collision that occurred machines are made they are sold. And still the remark, is a natural tendency of women.

In our issue of yesterday Mr. Felips H. Mesa was wrongly referred to as Consul for Peru, instead of Consul-General.

The N. P. Co.'s steamer Strathleven, which sailed from Tacoma on the 18th ult., arrived at Yokohama on the 9th inst, and left on the 1 th inst. for this port via ports of call. The foundation stone of the new electric

light station of the French Municipality was laid at Shanghai on the 7th May by M. J. Oriou, Chairman of the French Council. The N. C. Daily News of the 5th inst. says:

-H.M.S. Spartan leaves this on Monday for Hankow, where a court-martial is to be held on the man of the Esk who had the misfortune to shoot a man at Ichang some months ago.

Yesterday afternoon Mr. J. L. Prosser, Government Surveyor, sold by anotion a piece of Crown land situate in Kennedy Road on the east side of Union Church. The lund contains. 18,120 square feet, the annual rent is \$132, and the upset price was \$2,718. Captain Bathurst was. treating 610 tons of clean tailings, yielding the only bidder and the lot was knocked down to him for \$2,798: A special condition of the sale was that only European dwellings can be crected on the site.

> "ONWO" "NEWCHWANG" COLLISION.

THE NEWCHWANG TO BLAME.

SPECIAL TELEGRAM TO THE "DAILY PRESS." SHANGHAI, 11th May. The Court of Inquiry held to investigate the

circumstances attending the collision between the Once and the Newchwang find that the Onwo was throughout properly navigated by Captain Slessar, but the life-saving apparatus was disgraceful and completely inadequate. Captain Slessar did not realiso the dangerous

The Neuchwang's master was solely in error by improperly starbearding when porting was a scratch during his passage from Peking to required, but the Court finds great confusion between the official rule of the road and the local recommendations.

The Court severely consures Captain Hards for grave error of judgment, but does not deal with his certificate. Messrs. Butterfield and Swire pay costs of

SHANGHAI, 7th May. A Navel Court of Enquiry was opened to-day n H.B.M.'s Consulate. Shanghai, to enquire into the circumstances attending the disastrons collision at Woosung between the C. N. Co. steamer Newchwang and the L.-C. S. N. Co. steamer Onice, which resulted in the sinking of the latter vessel on the 30th ult. with deplerable loss of life. The Court consisted of Lieut. Price Vaughan Lewis of H.M.S. Spartan, President: Mr. Beneraft Joly, H.B.M.'s Register of Shipping, and Mr. Street, Master of the P. and O. S. N. Co.'s steamer Revenue, As-Spartan, acted as Clerk of the Court. C. N. Company was represented by Captain John Whittle, Marine Superintendent, while Messrs. W. F. Inglis and Angus Sinclair (Marine Superintendent) watched the case on behalf of

Messrs Jardine, Matheson & Co. Mr. D McNeil was present as legal adviser for the owners of the Onwo. On the opening of the Court the summons calling it was read. letter from Messrs. Butterfield and Swire requesting that the Court should be held: also another from Sir Nicholas Hannen to Captain Winsloo, of H.M.S. Spartan, to hold the The President, addressing the representatives and witnesses, said that he hoped they agreed with him that the Court should carry out the enquiry in the fullest manner possible, and he

looked to them to assist in every way: Such enquiry might possibly find out the cause of this disaster and the means of preventing a revesterday morning when it was known that a like the present one, which has occasioned telegram had been received announcing that most appalling loss of life. The river of late sudden death from heart disease on board the had been the scane of a great number of minor Yokohama Maru, on which he had just gone instances, which might have been due to the from Shanghai to Nagasaki, of an old and very regulations or to other causes, which was the popular resident, Mr. Churles Cromie. Mr. duty of the Court to find out. The result Cromie came to Shanghai about thirty years of such enquiry might probably form a rider go as silk man in the firm of Charles Guts- to the finding of the Court, and he, the chow & Co., and has been in the silk business | President, would take care that it should be ever since, being associated of late years with brought before the Consular authorities and Mr. A. R. Burkill. Few men have had a the Chamber of Commerce of this port, as well larger circle of friends or better deserved their | as the Customs authorities, who at present did friendship. We mentioned some time since not appear to have any control of the river. He proposed to call the captain of the Newchwang and examine him as well as the other witnesses of Messrs. Butterfield and Swire. Messrs Jardine, Matheson and Co. had asked that the officers of the Glengarry should be examined today, and, if Messrs. Butterfield and Swire had no objection, he would examine their witnesses

> The first witness called was Captain Hards, of the C.N. Co.'s steamer Newchwang, who, having been sworn, stated as follows :- On the night of the 26th we left Amoy 11 a.m.; at 1.20 a.m. of the 27th anchored in Haitan Straits. At a a.m. the same day we weighed and proceeded at 1.30 a.m. On the 28th we anchored off Bullock Harbour, weighed again at 4.45 a.m. Moderato N.E. winds and foggy weather. At 1.40 p.m. off Bellavista, anchored, thick fog at 7.30 a.m. On the 29th the fog clearing away we weighed and proceeded. At 4.20 a.m. passed west of Video; at 11.50 p.m. we passed the Tungsha. light vessel; at 12 a.m. on the 30th we passed Kuiton; light at 2.5 a.m., half speed, at 2.10 slow, at 2.20 passed Lismore light. At 2.30 a.m. we stopped the engines passing through Woosung; while passing the shipping we saw a steamer's green masthead light crossing our bow. Off Woosung Creek a steamer's green light ahead. Passed to the starboard side. 2.35, light leaving about 1 point off the

starboard bow. Put engines half-speed, blew two blasts of the whistle. No reply from other steamer. Repented signal, still no reply Passed Kwashing about 30 or 40 fe away. At 2.38 steamer showing red light. Stopped engines. Blew two blasts on whistle, helm hard-a-starboard. when steamer shut in green light. Beeing a collision inevitable put engines full speed astern; almost immediately collision occurred. The steamer proved to be the Onwo. A large hele being reported in the fore hold. I put engines ful speed ahead for one minute, helm hard a port, and beached the ship on Pheasant Point; at the same time we called the Onwo to also beach ship, but received no reply. We lowered two lifeboats, the first leaving the ship five minutes ufter the collision, in charge of the second officer. The other boat left shortly after in charge of the chief officer. They were away about half an hour, and reported finding no

alongside until daylight, when we saw the Onwo where you beached your vessel. Captain Whittle asked to be allowed to produce a chart of his own on a large scale, which

trace of the other steamer. I kept the boats

speed revolutions are 68 to 72. I estimate the moment of the collision our helm was harda-starboard. We had been hard-a-starboard about half a minute. As soon as we saw the other steamer's red light we went harda-starboard. I was in charge of the helm myself. Our lights were last looked to at midnight, before the collision. I am quite sure they were burning brightly at the time. By the Court-We struck the Onico about

10 or 15 feet from her stem on her port side. At that time the two ships were almost at right The President-Describe with the models exactly how it occurred.

Witness did so. By the Court-It was my intention to take the Feims Channel. I starboarded my helm because the other steamer's green light was on my starboard side.

The President-Where you "tied." with the dangers of navigation on each side of you which -presented you porting your helm !-There was The channel was clear, but it would have been dangerous for me to port my helm across his

The President-Could you have ported your helm without running ashere or into other vessels than the Onwo P-Yes. The President-Did you hear any other whiatle than your own?-No.

The President What officers were on the bridge with you !- The chief officer. The President Have you passed as a pilot of the Woosung River!-No. The President-Did you assume you had the right of way coming up with the flood !-Yes. The President-On what anthority? The

Harbour Regulations for Woosung. The President Have you them here! Yes. (No. 49 special-read.) By the Court-That is in the notice to mariners issued by the I.M. Customs. Witness-I consider it a regulation, The President—You have always understood that there were local rules in force for the

Woosning River! Witness-Yes. The President-Is there any penalty for breaking them ?. Witness-I think not. President - What look out had you kept ?

Witness-The boatswain, carpenter, look-out man, and all the sailers. President-Where were they stationed? Witness-The carpenter at the windlass, the boatswain at the anchor, and the crew standing by President-Did the look-out report the light? Witness-I cannot say exactly; there were so many lights. I do not know whether he reported

that one or not. President-Describe the weather, the density Witness-A fine clear night with a cloudy sky The President-Was it a good night for

seeing lights?.. Witness-Yes, very good The President-Was the moon shining? Witness-No, it was behind the clouds. was not shining. The President-Have you any complaint

about the officers of your ship?

Witness-No. sir. The two officers went away in the boats and the third engineer was The President-From your experience in this collision can you advise anything as a safeguard against such an appulling accident happening

Witness-Only to keep ships back. Let one ship go one way at a time; vessels with the tide tagainst them to wait below or above the bar till the others have passed. The President-Then you consider Notice t Mariners No. 23 issued by the Coast Inspector

should become law and subject to penalty? Witness-Yes. The President-Did you see the lights the steamers astern of you? Witness-No, the steamers would be amongst

the shipping at Woosung. The President-You stated that you wer only going two knots, with 45 to 50 revolutions. Witness-I am not quite sure about the re volutions. I said about 45 or 50. The President-What is your full speed? Witness-Nine and a half to ten, full speed.

The President (to Capt. Whittle)-Have you uny question to ask? Captain Whittle-I should like to ask Capt Hards if he ever saw the red light of the Onwo till he saw the green light on the starboard bow. The President-You mean was the red light

ever seen before the collision? Captain Whittle-Yes. -Captain Hards-No; it was not seen till before the collision. Captain Whittle-As regards the dangers of navigation at that point, it has been asked sessors. Mr. William Bell, Paymaster H.M.S. If you could port your helm below the Woosung Croek. What lights did you see?

Captain Hards-Green and white. Captain Whittle-You would not consider porting to a green light proper, would you? Captain Hards-No. sir. Captain Whittle-Where did you put your ongines half speed ? Captain Hards-Between Woosung Creek and

the Kwashing. Captain Whittle-Where did the collision Captain Hards-200 or 300 yards past (above)

Captain Whittle-Regarding the speed at time of collision, how long had you been going at half speed? Captain Hards-Three minutes. Captain Whittle-When you put the engines half speed, what lights did you see of the Onco?

Captain Hards-The green light of the Onico was about 14 points on our starboard bow. Captain Whittle-Did you anticipate any danger of collision at that time? Captain Hards-No: not at all. Captain Whittles the Onwo's green light being to your green light, you considered it the

proper thing for you to keep your course. Captain Hards—Yes perfectly safe. Captain Whittle-How long before the col ision did you anticipate danger?

Captain Whittle-After you saw his red light, how much time elapsed before the colli-

Captain Hards—Less than a minute. Captain Whittle-Under the conditions do you think you could have done anything to prevent a collision !

Captain Hards—Nothing Capt. Whittle-That is all I have to ask. Mr. McNeil-What were those lights you saw first before the collision ! paper in which some notes were made.) Mr. McNeil then asked when they were made, and being answered a day or two ago,

and being told by the Court that Captain Hards had a right to refer to his notes which were only an extract from the ship's log and to re-Mr. McNeil then asked-When you first saw the light of the Onwo, was she crossing the bar? Captain Hards-I-believe so. Mr. McNeil-Her green light then was on your port side; did you form any opinion as to

Captain Hards-No. I could not: I was amongst he shipping at Woosung. Mr. McNeil-Is it possible to tell which side the river the vessel crossing the bar was likely to keep to? Captain Hards-No, quite impossible. I did

not know what she was going to do. Mr. McNeil-You said that off the Woosung Creek the green light was on your bow and then crossed over P Captain Hards-No, it was ahead and then

Mr. McNeil-Which side of the channel did you keep 🌬 Captain Hards-The port side all the time.

The President-I understand you are asking any questions Mr. Cooper wishes to put. Mr. McNeil-Yes. The President-There is one question I wish o ask Captain Hards. What was your draft?

Captain Hards-10 feet 10 inches, sir. Captain Fergusson, of the Glengarry, was then called and sworn and donosed as follows:-President-State exactly what you saw the night of crossing the Woosung Bur. Whether you saw a steamer shead of you. Particularly as regards the steamers in the pollision that afterward occurred Witness-When I was coming up the river

see the black steamer. He (the black steamer) him that Captain Arthur was a witness for I stopped the ship and I could see the other | experts on the local navigation of the Woosung steamer's masthead and red lights. I still kept | River would appear to-morrow. Mr. Bal-By the Court We were going half speed at the ship stopped and drifted up past them with lantyne, chief engineer of the Nowchwang, was the time, about 45 or 50 revolutions. Full a strong flood tide; then just after we passed | called and stated that the third engineer was on them we had the Feima channel marks open. watch. That going full speed she (the speed at about a knot and a half. At the exact Then I had to put the helm hard-a starboard Neuchwang) makes 81 revolutions and that and go full speed shead to get the ship would drive her 94 knots; at half-speed she on the bar marks again. Then I procooded up the Feima Channel. I could see 51 to 6 knots. He heard no whistling. there was something the matter with the other steamer, but of course I could not tell what it was. My attention was taken up in looking after my own ship. I asked the pilot at the time what water the ship (the Onwo) was in and he told me 20 feet, not more. I could see she was pretty well on the other shore. She was heading down the river at the time in the opposite direction to my ship. I saw the steamer till we got round the bend of the river. That would be about ten minutes afterwards. I could not say exactly; I did not look at the time. The President-Will you show the exact

position of the ship on the chart. [Here Mr. McNeil produced a chart that had been made by Captain Fergusson the morning of the collision. and the exact positions of both steamors were on it] The President asked Captain Whittle whother he had any objections to it being produced, and plenty of room, but I could not port my helm. on his (Captain Whitile) saying he had no objections, the examination of Captain Fergusson was proceeded with.

The President-Could you see the hull of both Witness-Yes, sir, I could see them distinctly. The President Was the Onwoon's level keel? Witness-No, sir; she was by the head and had a slight list to port.

The President - How for off were you pass. ing the steamers? Witness-About two ship's longths. By the President-Did you hear any con-

Witness-I did hear some confusion-the Chinese making a naise. The President-You had no idea the ship was sinking? Witness-I had no idea the ship was sinking. President-Did the Ouve show any signals

of distress P

hear her whistle?

Witness-No, none whatever; only her usua The President-Did you hear any whistles i Witness-No, none; only my own, which I blew when off the Onwo. The President-How for do you estimate the Newchroung was ahead of you. Witness-I could not say. She came along just as I hove my anchor up, and I let him get chead. I could not judge the distance. The President-Were you close enough to

Witness-Yes: I think we should have heard Mr. McNeil-What was the state of the weather? Witness-It was a fine dark night; there was no moon or stars; it was cloudy, but it was clear enough. It had been raining, but cleared

off. There was no mist. I would not have come up if it had not been a clear night. The President-What part of the ship were Witness-I was on the bridge, which situated amidships.

The President-Would it have been possible to render any assistance without endangering your own ship? Witness-No; my ship is 360-feet long; she was drawing 21 feet, and was being swept up river by a strong flood tide. Mr. McNeil-The witness said it had been

time I passed the Onice. It was raining at a by his shop to the Yau Cheung firm during the quarter to two o'clock when I got underweigh, onsuing Chinese year and borrowed from them but it was not raining at the time of the col- an advance of \$1,200 on account. He must have lision. This ended Captain Fergusson's evidence. known they would not receive the hides. About Mr. Arthur Cooper was then called, and, linving been sworn, the President allowed him to sit down, while he gave his evidence, which was as follows :- We left the wharf at 1.5 a.m. and proceeded down the river, crossing the Feinia

Channel. When just about abreast of the lightship, being on the port belm. I saw the red and white lights of a vessel slightly on our port I heard the captain give the order to port; and we were still on the swing then hard-a-port, blowing one whistle; almost immediately afterwards we saw the red light of the stoamer: it was shut in, and the green light showed: that was at the time the captain blow By the Court-State where you were.

Witness-I was on the forecastle deck: th man on the look-out, the boutswain, carpenter, and rest of the crew handy on the forcastle On blowing one blast, it was immediately answered by two-too late, for she immediately crashed into us, striking our bow about 20 to 25 feet from the stem, the ships striking at an angle, as near as I could judge, from 45 to 50 dogrees from the bow of the ship. I was knocked down by a blow from a block or frame. I immediately jumped up and ran on the bridge. The captain turned round to me quite calmly and said "Cooper, time?" I took the lamp from the telegraph and looked at watch and said 2.30. The vessel which had run into us parted, and we sank immediately down to the ten of the stem, which was jus showing above water. The captain cried "See what water she has got." I jumped

down into the lead box hanging over the side and took a cast as near as I could judge It to 17 feet. I immediately climbed on bridge by the rail. The captain said "She i all right, Cooper." The chief engineer came running along. He said the engines were going full speed, speaking generally, not to any one in particular. The captain said "Stop the engines," and I tried the graph handle and found-it broken. captain also tried, but it was broken. then ran along to the engine-room skylight and lifting it up called down "Ston The third engineer and

a man were working at a wheel, immediately below me. I then went back to the bridge. The ship had heeled over to about 45 degrees immediately after the other vessel left. On reaching the bridge all hands got on the rail and held on to the spar which the awnings are laced to. Some of them called out "Blow the whistle:" I think it was the captain. I slid down on top of the awning and pulled a long blast till some one called to me to toot it, which I kept on doing till it (the lanyard) gave away. I then climbed back to the rest of them, and Scott, the

pilot, sang mit Are there no guns on board?" I said "The guns are in the saloon, the cartridges in the chief officer's room," which was immersed. The captain then said, "Take a east of the lead." I went down into the lead stage, standing to my knoes in water and coast the lead, but get no ground. captain, chief officer, Scott, the pilot, and Chinese pilot, were standing above where I was. I said "No ground," the vessel passed underneath me, and I was sucked down; whilst

under water I got most of my clothes off. Capt. Hards-I have them here (producing | the time of the ship going down I had on seaboots, monkey jacket, and oil skins. The reel cover came floating towards me. I kept turning it over and as there was a body inside I cast it adrift. I then tried to swim for Pheasant Point; something struck me, so I turned towards the Woosung side and I tried to make At this stage, 0.15 p.m., the Court adjourned

Mr. Arthur Cooper, the second officer of the Onwo, continued his evidence after tiffin. He stated that the captain was in charge of the ship at the time of the collision, that she sank within ten minutes, her fore-foot resting for some time on the ground and eventually slipping off into deep water. The crew cleared and the passengers crowded round the boats; none of which were lowered; that the Onwo had four boats, six life-buoys. Captain Slessar had on the bridge with him the Chinese pilot; that the ship had, he believed, two hundred passengers on board. He was cross-questioned by Captain Whittle and examined by Mr. McNell. Captain Arthur was then called and he stated

that he was pilot of the Glengarry, and gave similar evidence to Captain Fergusson. was cross-questioned at great length both by the Court and Mr. McNeil, in which a lot of very interesting information was obtained. The pilots accept the harbour regulations only as recommendations and abide entirely by the international rule of the road, save while on the Woosung Bar, where the vessel with the tide has the right of way, but this does not apply to any other part of the river. At the conclusion of his examination Captain Arthur was thanked by the Court for the straightforward way he had answered the questions of the President, who remarked that, had he not been subposned by Messrs. Jardine. Matheson & Co., the Court would have called him as an expert, as he, the President, understood there was a steamer ahead of us. Just before | Captain Arthur was one of the smartest pilots she got to the Woosung Creek I could see that on the Lower Yangtsze and Woosung River. The President-Just mark on that chart he had starboarded his beim. I could see the Captain Whittle wished to question Captain (produced) where the collision occurred and two masthead lights together, but I could only Arthur as an expert, but the Court informed immediately went ashore about Pheasant Point. Mosses. Jardine, Matheson & Co., and that two

would turn over about 60 revolutions and make At this stage the Court adjourned till 9.30 a.m. next day.—Mercury.

THE ORICHET CLUB V. THE GALLISON There was a large attendance at the Cricket Ground yesterday afternoon to see the tennis match between the Club and the Garrison, H.E. the Governor being amongst those present. Some excellent play was witnessed, and the proceedings were enlivened by the performance of a selection of music by the Band of the Hongkong Regiment. The following is the score:--

Potts and Slade #: ... won 36, lost 16 Maitland and Firth ... , 33 ,, 15 Smith and Atkinson ... 21 , 24 Total 90 55 GARRISON. Knox and Percival ... won 23, lost 30 Johnston and Dyson ... , 28 ,, 24 Fergusson and Eccles , 4 ,, 36

The Cricket Club therefore won by 85 games.

Total 55 . 90

SUPREME COURT. May 11th.

IN BANKRUPTCY

BEFORE HON, W. M. GUODMAN (ACTING CHIEF JUSTICE)

BE NG EWAL BY PARTE THE DEUTOR A PRAUDULENT DANKRUPT BENT :

His Lordship delivered the following judg. ment:-In this case the bankrupt Ng Kwai comes up for his discharge in pursuance of section 27 of the Bapkraptey Ordinance No. 20 of 1891. It appears he carried on business as a butcher. He filed his petition on the 17th of February last and d receiving order was made on the 5th of March. His Statement of affairs filed on the 10th of March showed liabilities estimated by himself at \$3,604. He puts his assets at \$1,589. The Official Receiver has, however, so far only recovered \$279. Whether more will be realized is problematical. The public examination of the bankrupt took place on the 2nd April last, and it appears from his own statements, which were duly read over to and signed by him in accordance with the Ordinance, that he took over the business from his father five or six years ago, and at that time the capital was about \$1,100. It appears that each year has shown a heavy loss, and at the beginning of the Chinese New Year, which began in January, 1895, the bankrupt was insolvent, as his liabilities exceeded his assets. He states that his position was that he then owed \$1,150 more than he had. During the last Chinese year he continued lesing till his position was that he owed \$2,750 more than he had. He further states that on the 5th January, 1896, he knew that he had not sufficient money to pay his debts. That being the state of things he entered into a contract about the 5th of January, 1896, to sell the hides of all the cattle to be slaughtered

forring it to another man, and left the firm to sue him for the recovery of the advance of \$1,200 and for damages for not supplying the hides. After the plaintiffs had gone to the expense of issuing the writ he filed netition in bankruptcy and got the action stayed. Section 27 of the Bankruptcy Ordinance, sub-section 4, coupled with section 10 of Ordinance 6 of 1892, provides that "where the bankrupt has continued to trade after knowing himself to be insolvent," or "where he has contracted any debt provable in bankruptcy without having at the time of contracting it any reasonable or probable ground of expectation (proof whereof shall lie upon him) of being able to pay it," the Court, on proof of such facts to its satisfaction, may summarily sentence the bankrupt to imprisonment with or

without hard labour for any term not exceeding one year. Section 17, sub-section 5, of the Bankruptey Ordinance, makes the notes - of the public examination evidence against the bankrupt. In this case it is abundantly clear, and from the bankrupt's own evidence, that he has committed aboth the offences I have specified. He continued trading knowing himself to be insolvent, and when he contracted the debt of 31.200. he had no reasonable expectation of being able to pay it or of being able to supply the hides. It is necessary to make an example of so fraudulent a bankrupt. In some other cases men richly deserving imprisonment have escaped owing to difficulties of proof. In this case the proof is clear, and I sentence Ng Kwai to be imprisoned and kept to hard labour for the term of three calendar months for each offence, such sentences to run concurrently. I may add that I think this summary power which is conferred by our local Ordinance is a most useful provision in this colony where the bankruptcy jurisdiction of the Court is too often resorted to rather with a view of protecting unscrupulous persons from logal proceedings and from arrest than of realizing and distributing substantial assats in an equitable manner among the creditors. This judgment fully endorses the report of the Official Receiver, who very properly called attention to the offences for which the bankrupt has been

BE FRANK WAPSHARE WATTS. Mr. Grist appeared for Frank Wapshare

Watts, who applied for an adjudication order in Mr. Grist-This is the debtor's petition, my Lord, and the application is made under section 3 of the Bankruptcy Ordinance 20 of 1891. I think, my Lord, it is only necessary to show. that there are certain assets and the debtor is here to speak about them. The assets are estimated at about \$5,000. His Lordship-I was looking through the

Government Gazette this morning and I saw that three writs of foreign attachment were out against this gentleman. Mr. Grist-It is in consequence of the sudden pressure that his business has been stopped. His Lordship-We must find out what his

assets are in order to see whether it is a genuine case. I very often find this is a very different class of case from the Chinese cases. Generally in a case of this sort there are reasonable assets and some reason why the bankruptey occurred. I think Mr. Watts had better he called. Mr. Watts went into the box and, in answer to Mr. Grist, said he had for some time been carrying on business in the colony as a manufac-

Mr. Grist At the present moment what do you estimate is the amount of your assets? Petitioner-Roughly, \$5,000. His Lordship-What do you estimate is the

Petitioner-\$5,000. His Lordship-You really consider you have aluable assets and that you will be able to bring in \$5,000? Petitioner-Well, if the assets are sold under

pressure they cannot bring so much, but they are justly worth that. His Lordship-In any case, what do you suppose will be the amount? There is always a certain pressure in a case like this. Potitioner-It is hard to say, my Lord.

His Lordship—Over \$1,000 ? Petitioner-Certainly. Mr. Grist-Here is a policy of insurance on which £150 has been paid up, and that must realise \$1.000. His Lordship-Policy on What

Petitioner-On Mr. Watts's life. His Lordship-On Mr. Watts's life. Is that vable under the circumstances f Mr. Grist-It is not payable under the cirminstances, but there is a certain surrender which is valuable. £150 has been paid, and the petitioner's furniture is valued at \$2,500. His Lordship—Is not that under a bill of sale or anything f

Mr. Grist-In no way, except these writs of oreign attachment. His Lordship-I think this is a proper case for an adjudication order if there are proper assets. Section 8 of the Ordinance says that "debtor's petition shall allege that he is unable to pay his debts," and it is also provided that it shall be lawful in the discretion of the Court if it is satisfied that there are substantial assets to make an order. It appears to me there will says, and therefore I make the order and appoint Mr. Seth, the official trustee, to be official

PRINCE HEARI OF ORLEANS ON THE OPENING OF THE WEST RIVER.

Prince Henri of Orleans has been interviewed by a French paper with reference to the West River. We give below a translation of what he said :--The fact of the opening of the Si-Kiang to international arbitration is in the natural order

of things and ought to have been expected by us. As European civilisation penetrates amongst the upper classes it will inevitably happen that China will open, perhaps in the near future, and progressively, her interior provinces, as yet almost unknown, to the civilisation and the trade of Europe. However, I bolieve that the fears which have been expressed by our Tonkin colony in consequence of the statement made by the English President of the Board of Trade are rather exaggerated. The Si-king is not, as it has been called, the great fluvial artery of Yunnan, which it does not traverse throughout its whole extent. Moreover, the river is far from being navigable for its whole length. Its course may by divided into three parts as regards navigability. The first, which is by far the shortest, is accessible to vessels of a moderate tonnage; the second cannot carry anything more than large Chinese junks; and in the third the shallowness of the water makes navigation imHEAD OFFICE-HONORONG

Chief Manager.

GEO. W. F. PLAYFAIR.

BANKERS:

Interest for 12 Months Fixed

Hongkong, 17th November, 1893

THE CANADIAN MAIL

Vancouver, arrived at Shanghai at 10.30 p.m.

on Friday, and left at 8 p.m. on Saturday, and

is due here at 8 a.m. to day the 12th instant.

THE FRENCH MAIL.

French mail of the 10th April, left Saigon on

Saturday, the 9th inst., at 10 a.m., and may be

expected here on or about Tuesday, the 12th

inst. This Packet brings replies to letters

despatched from Hongkong on the 4th March,

THE AMERICAN MAIL.

The P. M. steamer City of Rio de Janeiro,

with American mails, left Nagasaki on the 10th

instant, at 11 p.m., and may be expected here on

The P. M. steamer City of Peking, with

mails, &c., left San Francisco for this port via

The O. &O. steamer Gaelic; with mails, &o.,

left San Francisco for this port via Yokohama

The steamer Catherine Apear, from Coloutte,

THE INDIAN MAIL.

left Singapore for this port on the afternoon

THE AUSTRALIAN MAIL.

The C. N. Co.'s steamer Tsinan, from Aus-

tralian ports, left Thursday Island on the 10th

inst and may be expected here about Wednes.

MERCHANT STEAMERS!

left Singapore on the 7th inst. and may be

The O. S. S. Co.'s steamer Agamemnon, from

Liverpool, left Singapore on the morning of

the 10th inst and may be expected here on or

The N. G. I. steamer Bisagno left Bombay

for this port on the 10th inst, and is due here

The P. & O. steamer Japan left Singapore

The Austrian Lloyd's steamer Vindobona left

The N. P. Co.'s steamer Strathleven, which

sailed from Tacoma on the 18th ult., arrived at

Yokohama on the 9th inst., and left on the 11th

The C. M. steamer Pakling, from Glasgow

and Liverpool, passed the Canal on the 25th ult.

and may be considered due at Singapore on or

PASSED THE CANAL.

OUTWARD-7th April-Myrmidon, Aggi, St.

Ronald, 17th April-Ixion, Mazagon, 21st

April.-Bombay, Fau Sany. 24th April-

Occanien, Pakling, Teresa. 28th April

-Glenavon, 1st May-Achilles, Aden,

Oopack, Nerite. 5th May-Renlowend,

Polyphemus, Ross Castle, Glaniorganshire,

Balmoral, Dordogne, Rickmers. 8th May

-Cedar Branch, Queen Olga, Woolwich,

IOMEWARD—24th April—Frigga. 1st May—

POST-OFFICE NOTICES.

connection with this paper is the one published

twice each day in our Extra, which is corrected

PEAR DELIVERY closes at Post Office at

11.30 a.m. and 3 p.m. or in Letter Boxes in the

Cars by 12 and 3.30 o'clock Trams. Letter

Boxes at Peak will be cleared at 12.30 and 4 p.m.

A MAIL WILL OLOSE

to-day, the 12th inst., at 9.30 A.M.

to-day, the 12th inst., at 11.30 A.M.

day, the 12th inst., at 4.30 P.m.

the 16th inst. at 4.30 P.M.

For Swatow and Bangkok.—Per Phra Nang.

For Swatow, Amoy, and Tamsui.-Per Hai-

For Swatow and Tientsin .- Per Kweiyang,

For Amoy and Manile .- Per Yuensang, to-

For Nagasaki, Kobe, and Yokohama.—Per

For Swatow, Amoy, and Foochow.-Por

For Swatow and Singapore. Per Chunsnan,

For Shanghai, Kobe. Yokohama. Victoria.

B.C. and Tacoma -Per Olympia, on Saturday,

MAILS BY THE UNITED STATES

The United States Mail Packet Coptic,

will be despatched on WEDNESDAY....the 13th inst., with Mails for Japan, San

Francisco, the United States, Canada, Honolulu.

Peru, &c., which will be closed as follows:—

Hadian, to-morrow, the 13th inst., at 10.00 A.M.

Brindisi, to-day, the 12th inst., at 5.00 P.M.

on Thursday, the 14th inst., at 11.80 A.M.

loong, to-day, the 12th inst., at 11.30 A.M.

to a much later hour than that given below.

The authorised that of Mails issued in

expected here on or about the 13th instant.

The D. D. R. steamer Ceres, from Hamburg.

Yokohams and Nagasaki on the 4th instant.

or about Thursday, the 14th inst.

and Nagasaki, on the 25th ult.

of the 9th inst.

day, the 20th inst.

about the 16th inst.

instant for this port.

about the 18th May.

Tantalus.

on or about the 29th inst.

for this port on the 7th instant.

Singapore for this port on the 6th inst.

The M. M. steamer Caledonian, with the

The C. P. steamer Empress of Japan, from

be difficult for us to turn to our profit the trade of this region, more especially as the transport of goods by rail can be effected at rates far more favourable than those for transport by water, which necessitates numerous transhipments, thus augmenting the cost. Transport will also be made more quickly by mil and with greater

security. Besides, there is nothing to provent us, equally Mr. Baboo's Nigger, 10st 121bs. with England, profiting by the river trade, whereas English trade, if it wishes to use our railway, will be tributary to Tonkin. In fine, for the reasons stated. I think we are wrong in clarming ourselves inordinately as to the consequences on the Tonkin trade of the free navigation of the Si-kiang. It would obviously have been preferable, if China had delayed this concession to European civilization until our railway into Yunnan had been running, but, I repeat, it was bound to come sooner or later.

CORRESCONDENCE I We do not hold ourselves responsible for the

opinions expressed by our correspondents.] THE VOLUNTEERS AND THEIR AMMUNITION.

TO THE EDITOR OF THE "DAILY PRESS." Sir. - While the Volunteers receive so much 1882 (not '92) for practice and competitions. last. Time, 2 mins, 45 secs. Now, sir, is this not rather ancient? And to be charged \$4 per 100 rounds! Major-General Black at their recent annual inspection commented on there being so few Volunteers here, but if the present small force cannot get supplied with modern ammunition and plenty of it at a reasonable price, why want the numbers increased. I am one who is not a

CRACK SHOT. Hongkong, 11th May, 1896.

SHANGHAI SPRING RACE MEETING.

FIRST DAY .- Monday, 4th May, With such brilliant weather as was ex perienced this afternoon, the first day's racing of the Spring Meeting could hardly have been anything but a success, and such it proved to be Although the welcome sun came out just before tiffin with a genial warmth, the course was too saturated for it to have any immediate effect, and at the corners especially the ranning treacherous, requiring a good deal of care to negotiate them. Considering the heavy state of the course, however, the times were very creditable. The day was remarkable, especially before tiffle, for the large fields that faced the starter, a great deal of trouble being oxperienced in getting them away together. The Sunscription Stakes, a sweepstakes of Tls. 5 each, with Tls. 100 added; for sub scription griffing of this meeting; first pony 70 per cent; second pony, 20 per cent

third pony, 10 per cent.; weight for inches as per scale. Three-quarters of a mile. Mr. Hopeful's Vision, 11st 11b. (Mr. Meyerink) Mr. Buxey's Jack Sprat, 10st. 121bs. ...

(Mr. Crawford) Mr. Robson's Isoldim, 10st. 12lbs. (Mr. C. R. Burkill) Twenty started Jack Sprat got away with the lead, with Vision second, Isoldim being third. Jack Sprat maintained his lead, closely followed by Vision, to the straight, coming down which the latter pony made his effort, and won by a short head from Jock Sprat, Isoldim taking third honours. Time, 1 min. 363 sees. The CRITERION STAKES, a sweepstakes of Tis 10 each, with Tls. 200 added; second pony Tls. 50; for China ponies; weight for inches

as per scale. One mile. Mr. Ring's Invader, 11st. 11b. (Mr. Meyerink) Mr. Henry Morrisa's Blackberry, 11st. 4lbs (Mr. C. R. Burkill) Messts. Kanuck & Sawald's Roitelet, Five started. Blackborry got off with the

Corner Blackberry began to come up. At the ther in the front, with Blackberry and Invader rushed to the front on the inside with Blackberry wide on the outside and a good race home resulted in Invader's winning by half a length from Blackberry, with Roifelet third. Time,

The GRIFFINS PLATE, value Tis. 400; second pony Tls. 100; third pony, Tls. 50; for China ponies that have never run at any meeting; weight for inches as por scale; entrance, Tls. 5. Three-quarters of a mile. Mr.Ring's Protector, 11st. 11b.

(Mr. Meyerink) Messrs. Toeg & Ernest's Djemmah, 10st (Mr. Read) Mr. Oswald's Isolde, 10st. 12lbs.

(Mr. Midwood) Twenty-one started. When the dag fell Coalition jumped to the front, with Detrimental second, and Protector third. In this order they raced to the Monument, where Detrimental changed places with Coalition, Protector still lying third. Coming into the straight the lastnamed overhauled the leaders, and, heading the field, won a good race by a head from Djemuah which had rushed into second place at the rails and beaten Isolde by a short neck. Time, min. 36 secs.

The CATHAY CUP, value Tis. 150; second pony, Tls. 50; for China ponies; weight for inches as per scale; griffing at date of entry allowed 10 lbs.; entronce, Tls 5. One mile

Mr. Sturgis's Vaquero, 11st. 115. (Mr. Read) Mr. Pantresina's Sans Donte, Hat. 41b. (Mr. Midwood) Mr. Kanuck's Meneji, 10st. 12lbs. Iwelve started. Numa got away at the start.

with War Blast second. Passing the stand for the first time the order was: Numa, Teutonic, Meneji, with the rest of the field in close attendance. Nearing Loongfei, Thames came up to second place. In the back straight Meneji, Sans Doute, and Prince drow up and the order at Probst's Corner was: Numa, Prince, Vaquero, Meneji, and at the Monument Numa fell back in favour of Vaquero, who entered the straight with a clear advantage and staving off a spirited challenge by Sans Doute in front of the Bushes, won by two lengths. Time, 3 mins. 28 sees. The Jockey Cur, value Els. 100; second

nover won a race; to be ridden by lockeds. who have not had more than two winning mounts; non winners allowed 5 lbs.; winners of one race, weight for inches as per scale; winners of two races, 7 lbs. extra; entrance, Tls. 5. Once round

Mr. Toog's Clyde, 11st. 11h (Mr. W. W. Cox) Mr. Oswald's Heroules, 10st, 12lbs (Mr. Chisholm) 2: Mr. Freddy's Magnificent, 10st. 7lbs.

(Mr. Cumming) - 3 Nine started. The first to show in front was Sans Reserve, who made the running to the Loongfei Gate, where he was passed by Clyde. Going along the back straight it was difficult

47 secs. mile and three-quarters.

Mr. John Peel's Pineapple, 10st. Olbs. . . second place, Tristan third, and Huckleberry tried a charge of policy. That charge lay

last. Nearing Loongfel Sinner came up and in occupying a strip of country round the lines

Time, 4 mins. 4 secs.

Mr. Oswald's Ravelston, 11st 41b.

Mr. Erit's Jehn, 11st 71bs....

from John. Time, 1 min. 1 sec. Mr. Duplex's The Broker, 10st 7lbs.....

(Mr. Renny) 1 Messrs. Oswald's & Charley's Sparton. Mr. Fourmon's Sinbad, 11st 3lbs.

The LIGHT WEIGHT STAKES, value Tls. 50 second pony, Tls. 25; for China ponies that have never won a race; weight as per following scale :- 9st. for 12 hands, with an increase of 3 lbs. for every inch over; entrance, Tls. 5. One mile and a quarter. Mr. Burey's Playmate, 11st. 1lb....

(Mr. Crawford) Mr. R. C. Renny's Covenanter, 10st. albs. (Mr. Renny) Mr. Oswald's Blinkbonny, 10st. 3lbs.

(Mr. Midwood) Twelve started. Big D. and Dunlee came to the front at the fall of the flag, with Lutin third. Big D. and Dunlos continued together to Probst's Corner, where Playmate and Blink. bonny were running together behind the leaders. At the Monument Playmate and Blinkbonny evertook Big D. and Dunloe and entered the straight together. Nearing the post Playmate drew away from Blinkbonny and challenged by Covenanter, who failed lowever, to catch him, coming in second two lengths behind; Progression last, Time,

mins, 453 secs. GRAND STAND STAKES, a sweepstakes of Tls. 5 each, with Tls. 50 added for second puny, and Tls. 25 for third pony; for China ponies, being bond fide griffins at date of entry, which had not arrived in Shanghai, or been purchased prior to 1st February, 1896; weight for inches as per scale; winner of any race 7 lbs. extra. One mile.

Mr. John Peel's Kenneth, 11st. 1lb. Mr. Sandown's Chielo, 10st. 11lbs. ___ (Mr. Dalias)

Messrs. Toeg & Ernest's Djemnah, 10st. 131bs. · (Mr. Meverink) Fourtoen started. Kenneth had a slight advantage at the start and led to Loongfei, when Craig Millar changed places with him At Probat's Corner, however, Kenneth again assumed first place, and Djemeah came up second, with Realisation third. Diemnah fell back to second place in the straight, but Chielo coming up with a rush headed him and secured | Fine Quality Brown and Black Leather Shoes, second honours, Kenneth winning by a length; Bonnie Boy last. Time, 2 mins. 101 secs .- New Wedding Stationery, all newest Styles.

TIENTSIN.

30th April. Municipal affairs have held the field this week The landreuters have appointed a committee of three to report on electric lighting and water supply, and have formally committed themselves to settlement extension as far as memorialising 11st. 11b. (Mr. Reynell) 3 the Minister goes. The whole thing has been lead, but soon retired in favour of Roitelet. Councillors; they skilfully enlisted the sympathies of the landrenters of all nationalities, and together up the back straight and at Probst's got them to deal with broad principles only and to leave finical details to those who draft Monument Zenith and Roitelet were still toge- the memorial. Procedure recommended to be on the same lines as previously, viz., the just behind. Entering the straight Invader British Crown to acquire the extension from the Chinese Government, to buy out the natives at fixed rates, and then to dispose of the lote as before; all profits to go to roads, drainage, and development. The foreignors already settled on the proposed extension also held a meeting and by prefectly unanimous votes reached the same conclusions as the landrenters; they all expressed their willing-

ness to accept perpetual or 999 years' losses from the Crown in exchange for their present title-deeds. The whole thing seems now in train for success as far as we are concerned. The missions are also enger to come under the Owing to the great demand for this book, British scheme, but as all their property lies we have wired home for a large supply, British scheme, but as all their property lies right in the line of possible French extension, it was thought both just and courteous to the French to ascertain their views before taking any active steps in the matter. If our neigh-bours do not object, then certainly the British will do their best to include the various American and English mission premises in their

Mr. C. H. Brewitt-Taylor, of H.I.C.M. Customs, is transferred to Foochow: Mr. Taylor's departure completes the metamorphosis of our Customs personnel; the whole indoor staff of last winter knows Tientsin no more. Mr. Taylor has taken a lion's share in the voluntary committee work of the port, and will be greatly missed; under his assiduous care the finances of the Tientsin Municipal Library have grown like Jonah's gourd, being now some 50 per cent greater than when he took office four years ago. Local sinology will also suffer greatly by his departure. We understand that Mr. Drummond replaces Mr. Taylor. The Bank has been reinforced by the arrival of Mr. H. D. Monro, a former Tientsin resident:

extended concession.

Corporated Cresus! is waxing large, being now represented by five men in Tientsin, and this notwithstanding the recent arrival of the "Chartered" and the older standing "Deutsch-Sport is approaching its usual spring climar: the actual entries. I am glad to say, belie my recent prognostic about the scurcity of griffing this year. As a matter of fact, we are promised record figures all through, and the fees amount to Tls. 1,900 odd, a sum greater

than the previous record by more than Tls. 400. The griffins are both quantitatively and pony, Tls. 25; for China ponies that have qualitatively good; there are twenty-one entries for the Maiden Stakes, and for the Criterion Btakes, a forced entry for ponies which have never raced before, there are no less than thirty-two. Although two or three well-known stables, disappear, notably those of Mesers, Detring, Montgomery, and Von Tanner, yet new owners have come forward in greater numbers to take their places.-N. C. Daily. News correspondent.

ACHEEN AFFAIRS.

A SERIES OF BLUNDERS. The present crisis in Acheen calls to mind to distinguish the ponies, they being in close that, almost exactly twenty-three years ago, in order and the changes being but momentary. April, 1873, the first blunder happened which At the Monument Magnificent was leading, but turned the tide of Dutch success in the Acheen he fell back in favour of Hercules, who was War. The war had begun a few weeks pre-leading as they came into the straight. At the viously, and a field force, under General Kohler, Bushes Clyde challenged Hercules and catching | had landed to attack the capital of Acheen, him in front of the rails won by a head, a neck now called Kotta Rajah. The force had between second and third. Time, 2 mins. gained several advantages, and had just stormed the mosque near the Sultan's palaco, on the The KIANG-SU PLATE, value Tls. 150; second 14th April, when General Kohler was killed by pony, Tis. 50; for China ponies; weight for a musket ball. The command fell in the hands of inches as per scale; entrance, Tis. 5. One an officer fearful of the reponsibility of further attack. Instead of continuing the operations Mr. Ring's Orion, 10st. 12lbs (Mr. Meyerink) 1 again the Achinese, then driven into their last 111 Mr. Hampton's Eclipse, 11st. 11b.................. defences, it was decided to return to Java. (Mr. Wuilleumier) 2 Next year another army landed and took the le, 10st. Olbs. capital, but other blunders followed, from vacil-(Mr. Read) 3 lation and economy, which lengthened out the Nine started. Freedom got away with the war and drained Holland of blood and treasure. lead, Orion taking up second place. Coming General Deykerhoff, the last Governor of into the straight for the first time the order Acheen, found little ground won by merely was Freedom, Orion, with Oleis third. Passing military occupation without gaining over any the stand Orion led, Freedom having fallen to considerable section of the Achinese, and he

possible to all but small junks, and even these sesumed second place. Up the beak straight and in getting the more friendly of the Achinese have to stop far short of the source of the Orion Tristen and Pincapple were racing to to settle there under protection of a chain of stream. Consequently it is impossible by the gether, but Orion again headed the field at the outposts to defend them from the enemy. The THE NATIONAL BANK OF CHINA Si-king to reach Upper Yuman, which is the recited and most populous part of the province. On the other hand the railway for which France has obtained the concession will run Sinner on the inside. Orion led home, and a additional garrisons by raising a force of Achi. Su from Tonkin right into the heart of Yunnan, fine race ensued for second place, which fell to nese soldiers. The offers of Tuku Umar, a bitherto hostile chief, to help the Dutch were accepted on condition that he would fight for The HART LEGACY COP, presented by the late | the Dutch and help to carry out the General's James Hart; value, Tis. 100; second pony, plans. Other Achinese chiefs joined Umar, and D. Gilvars, Esq. Chow Tune Sulve, Esq. The II Stolter Pour, Esq. Kwan Hol Church, Esq. result was that, in 1894 and 1895, all was quiet CHAN KITSHAN, Esq. within the inner lines and not a shot was fired except in the outer lines. In that time the Achinese who settled within the (Mr. Midwood) 2 lines under protection of the Dutch troops rose from 7,000 to 14,000. This year the (Mr. Dallas) 3 General fell into disgrace owing to the Thirteen started. Hollyhock headed the field falling away of Tuku Umar, and the General's as it got away, followed by Ravelston, who soon plans have been given up all of a sudden. The took first place and kept it, winning by a length outer line of posts, has been abandened for strategic purposes, and the Achinese settled The RACING STAKES, a sweepstakes of Tls. 10. in the neighbouring country have been Authorized Capital. each; second pony, Tls. 50; for China ponics, abandoned to the enemy. The withdrawal of that have not run before 1st January, 1896; the garrisons took place under the enemy's fire weight for inches as per scale; griffins at and the resulting casualties have reached condate of entry and non-winners allowed 5 lbs.; siderable figures. The General now in comwinners, 5 lbs. extra. One mile and a quarter mand in Acheen calls for more troops, and these have been supplied him. With the garrisons of the abandoned posts, the General will soon have a very large force, and it is hoped that he 11st. 2lbs. (Mr. Midwood) 2 will be able to bring the Achinese to a general 3 action. It is expected that a great Dutch (Mr. Reynell) viotory will result in the dispersion of the Ironside jumped off with the lead, but dropped enomy's bands. The Batavia Nieuwsblad points almost immediately, when Tagawa came up. Sinhad rushed through, however, and he and determination than ever before, and that Togawa raced together to Loongfei, where they | warfare against themrequires skilful generalship were joined by Irrawaddy, the three ponies to avoid disaster. The Locomotic complains racing up the back straight together, with that arms and ammunition continue to be attention and consideration from the Government of the Sinbad a little behind. At Probat's Corner supplied to the Achinese from the Straits readers to know how they are treated in Hong.

It is a supplied to the Achinese from the Straits of the St kong. The stock of suitable ammunition Broker rushed through and drawing away from The Eourabaya Courant lays the finger on a having apparently run out, they are now being the others won by three lengths from Spartan, weak point in Dutch policy arising from lack of supplied with carbine ammunition manufactured who had come up. Sinbad was third and Tilby firmness and continuity in dealing with the Achinese .- Straits Times,

SHIPPING REPORTS.

The British steamer Courie, from Moji 6th May, had northerly wind and fine weather. The Chinese steamer Kwanglee, from Shanghai 8th May, had light northerly winds and fine

clear weather. The British steamer Benlarig, from Maji 6th May, had light N.W. wind to Hieshan Islands;

thence light N.E. winds and cloudy weather. The British steamer Taisang, from Shanghai 7th May, and Swatow 10th, had light to mode. rate northerly winds with bright clear weather

The British steamer Haitan, from Foschow oth May, and Amoy 10th, had fine weather and N.E. wind to Amoy. From Amoy to part same Weather. In Foochow-Str. Namoa. In Swatow -Strs. Thales, Chefoo, Hong Leong, Ulrecht, and Sabine Rickmers.

to Turnabout: thence to port dull and overcast.

BREWER & CO. ${f NEW, BOOKS.}$ Fur Eastern Question, by Chirol. Through the Buffer State, by Macgregor. Hulcombe's Real Chinaman. Auron the Jew, Farjeon. Brigadier Gerard-Conan Doyle. Aide de Camp of Napeleon. Sign of the Cat. Balzac. Tresposses of Two Broton. Woman who Did. Grant Allen. Navy List-last.

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Disablement.

RENT RATES.

Hongkong, 28th April, 1896.

Hongkong, 29th May, 1895.

Hongkong, 16th March, 1896,

Hongkong, 16th March, 1896.

Hongkong, 16th May, 1892

EENT RATES.

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Barometer Temperaturo Hamidity

Direction of which

Thermom. 1 P.M...78

Thermom. 4 P.M...77

Weather

Victoria Feak. — — E 3 —

On the 10th at 11,25 a.m. Barometric changes on the

Eastward over N. China seems now situated in N. Korea.

HONGKONG REGISTER

Lowest open air temperature on the 10th

Messes. Falconea & Co.'s Requerer, May 11th.

Barometer 9 A.M., 30.04 Therm. 9 A.M. (Wetbulb) 63

Barometer I P.M. .. 30.02 Therm. 1 P.M. (Wet bulb) 69

Thermom. 9 A.M....75 Therm. Maximum 77

HONGKONG TIDE-TABLE.

12th May to 18th.

The height of mean sea level has been determined, from the tidal observations of 1887 and 1888, as 5.87 feet above seco of

Barometer 4 P.M... 29.09 Therm. 4 P.M. (Wetbulb) 70

Hougkong Observatory, 11th May, 1896.

29.87

- | 79 | 21 | - |

| 18 | 73 | SSE | 2 | C

On date | On date

at 10 a.m.

F. G. FIGG, First Assistant.

Therm. Minimum (over

Height. Hongkong Height.

night)......74

Amov

Canton . . .

Hongkong. 16th November, 1872

Hongkong, 9th January, 1896.

Hongkong, 17th May, 1895.

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CHAMPAGNE, 1889, WHITE SEAL. \$30,..... per case of I dozen quarts. \$32......per case of 2 dozen pints. ED KRESSMANN & CO.S RED'AND WHITE BORDEAUX WINES. G. HIBBERT & CO.S BOTTLED ALE & STOUT

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On demand LIFE RATES 20 % LOWER than those charged | ON SINGAPORE. On demand ACCIDENTS £2 PER ANNUM Secures £1.000 | Sovereigns, Bank's Buying Rate ... GOLD LEAF, 100 fine, per tael £4 PER ANNUM Secures £1,000 in case of Death or Total Permanent Disablement by JOINT STOCK SHARES. Accident, and Weekly Payments of from £1.10 to £6 a week in case of Temperary PAID UP. QUOTATIONS. For Prospectus or further Particulars, apply to \$125 | 183 p. ct. prem.= Hongkong & Shai... £1 10s. nominal Do. ordinary... Hongkong, 18th June, 1894. Do deferred... Natl. Bank of China IMPRESS ASSUBANCE CORPORA B. Shares Founders Shares. TION, LIMITED. Bell's Asbestos E. A. .. Brown & Co., H. G. ... Campbell, Moore & Co. FIRE AND MARINE Carmichael & Co. We have This Day been appointed AGENTS China Sugar and are prepared to accept Risks at CUR-Dakin, Cruicks'k & Co.

£1 £2, buyers £8 \$30}, sellers £1 \$115, sellers 15s. \$0, sellers \$115, sellers Dairy Farm Co. HOLLIDAY, WISE & CO. Fenwick & Co., Geo. ... Green Island Coment... H. & China Bakery YORTH GERMAN FIRE INSURANCE Hongkong & C. Gas ... £10 \$100 buyers Hongkong Electric ... H. H. L. Tramways . The Undersigned AGENTS of the above Hongkong Hotel Company are PEEPARED TO ACCEPT First Class Foreign and Chinese Risks at Current H. & K. Wharf & G... Iongkong Rope..... 18118½, sales H. & W. Dock SIEMSSEN & CO. 183 p. ct. prem.— \$313.75; sellers Canton..... \$200. sollers China Fire USTRALIAN ALLIANCE ASSUR.

China Traders' \$80, sales Hongkong Fire \$335**. se**llera T.2021, ex.div. sel \$28 buyers Straits The Undersigned having been appointed \$20 \$25 AGENTS for the above COMPANY are prepared to \$60 \$148, sellers Land and Ruilding H. Land Investment. Humphreys Estate... \$9.25, cellars Kowloon Land & B. \$30 \$191, sellers \$40 \$18, sellers West Point Building Luzon Sugar Mining-Charbonrages

COTTISH UNION AND NATIONAL ...Fcs. 500 \$724, sellers New Balmoral Oliver's Mines, A. ... \$24 \$3, sales£6,000,000, Punjom \$151, sellere \$3 25, sales INVESTED FUNDS £4,350,000. Do Preference, Annual Income £1,000,000 CLAIMS PAID£11,000,000 teamship Covs.— China and Manila FIRE INSURANCE effected at CUR-China, Mutual Ord. £5 £3.00. sellers Do Preference. £10 £8 10 sellers Particulars may be had on application to Douglas S. S. Co. \$50 . \$15 $\$53\frac{1}{2}$, sales \$331, sellers GIBB, LIVINGSTON & CO., Indo-China S. N. £10 \$65

Wanchai Wareh'se Co. \$371 \$40, sellers \$10 \$13 sellers Watson & Co., A. S CHATER & VERNON, Share Brokers CUN INSURANCE OFFICE, LONDON OPIUM. The Undersigned, having been appointed 2/3 years Old Malwa...\$760

AGENTS for the above Company, are prepared 4/5 years Old Malwa:...\$770 to ACCEPT RISKS against FIRE at Current 6/10 years Old Malwa. \$780 Patna New\$700 : Patna Old\$7424 /TYRANSATLANTIC FIRE INSURANCE

THE WEATHER. CHINA COAST METEOROLOGICAL REGISTER, 10th MAY, At 4 P.M.,

10.00 A.M. Registry ceases. TI.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure. MAILS BY THE FRENCH PACKET. 29.95 | 62 The French Contract Packet Sachalier will -Wladivostock be despatched on WEDNESDAY, the 13th May, with Mails to the United King-29.96 29.93 79 75 dom, Europe, and places beyond, via Marseillos; 84 to Saigon, Straits Settlements, Batavia, Bur-29.95 73 88E mah, Ceylon, Madras, the Australasian Colonies, 29.05 Aden, Natal and the Cape, Egypt, Malta, and Swatow 29.93 Canton. 19.94 79 71 E 3 0 8.00 A.M. Posting of Prices Current and Cir-Victoria Peak cniara ceases. 23,04 Gap Rock 10.00 A.M.—Registry ceases. 82 75 NE I c 29.95 10.30 A.M.—Posting of newspapers, books, and 87 76 _ 0 c Haiphong Bolinao 29.87

patterns ceases. 80 80 N 2 0 1.00 A.M.—Mail closes. 29.84 29.88 | 77 | 92 | E | 1 | or LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee-up to 11.30 A.M. |--|--|--|-after which hour they may be sent on board 11th MAY, AT 10 A.M. Władivostock 29.65 | 46 | 93 | 15 | 1 or | 0 Tokyo 30.26 | - | 8 | 8 | - | with the same late fee. CO 71 NW 3 C 30.03 MAILS BY THE CANADIAN PACIFIC 30.15 RAILWAY CO'S PACKET. 30.01 76 79 — 0 o 29.93 75 90 sw 3 c The British Contract Packet Empress of Japan will be despatched on WEDNESDAY. 29.09 79 the 20th inst., with Mails for Shanghai, Japan, Canada, United States of America, and coun-20.01 70 76 2 1 0 tries beyond via Vancouver, B.C.

> the Mails, &o:-10.30 A.M. Registry ceases. 11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with the Late Fee of 10 cents extra postage unt I time of departure.

The following hours will be observed in closing

RESOL-BLACKHEAD. Most Effective and Best PRESERVATIVE for TIMBER

Onna Coast are slight except in the Gulf of Tonkin, where a decrease of pressure has taken place. In Luzon the barometer has rison. Unsettled equally weather seems to prevall off the Annam Coast. Forecast:—moderate or fresh E. winds: mostly fair but possibly some light showers. On the 11th at 11,20 a.m. A depression with has moved that are a second to the light at 1,20 a.m. A depression with has moved against The barometer has risen considerably at Shanghai and fallen around the Sea of Japan. Increasing winds from NE. with rising barometer will probably spread down the China Coast during the next 24 hours. Foregast:—NE. winds, light at first, then fresheding considerably; cloudy, some ruln. DECAY, DRY ROT, and WHITE ANTS, etc. F. BLACKHEAD & CO. Soap and Soda Factory. Hongkong, 20th February, 1896. REOLIN-BLACKHEAD.

Most Reliable ANTISEPTIC. Most effective DISINFECTANT, DEODORISER, and GERMICIDE. Unsurpassed as a Hygienic Medium for Public Places, Domestic Use, Sick Rooms, Water Closets, Drains, etc. Absolutely Non-Porsonous nor Caustic. Use 2 to 4 Teaspoonsfull in a quart of water, F. BLACKHEAD & CO., Soap and Soda Factory. 508

Hongkong, 20th February, 1896. JUST RECEIVED. NEW SEASON'S

WOOD'S COWBRAND AUSTRA-LIAN BUTTER In Fine Condition, WOOD'S COLONIAL DAIRY CHEESE GEO. P. LAMMERT.

Solo Agent. Hongkong, 24th January, 1896. TOT RESPONSIBLE FOR DEBTS Neither the CAPTAINS, the AGENTS, nor the

OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crows of the following Vessels during their stay in Hongkong Harbour:---AIRLIE, Brit. str., Ellis-Gibb, Livingston & ASLOUN, Brit. str., Murray-Showan & Co. BENMOHE, Brit. str., Le Boutillier-Gibb.

Livingston & Co. FORMOSA, Brit, bk., Ohrloff-Melchers & Co. HOLSTEIN, Ger. str., F. Bruhn—Jebson & Co. LUCY A. NICKELS, Amr. ship, Nichols-Reuter, Bröckelmann & Co. MASCOTTE, Brit. str., Ross—Bradley & Co. the tide-gauge at the Kowloon Tidel Observatory; and the Lower-water Ordinary Spring-Tides, to which datum the heights in these Tables are reierred, as 3.87 feet above zero.

The heights in the Tables marked with a minus sign (—) are below Lower-water Ordinary Spring-Tides, and should be abtracted from the constant given above. OLYMPIA. British str., Truebridge-Dodwell, Carlill & Co. TRIUMPH; Ger. str., Moller.—Jebsen & Co. VELOCITY, Brit, Jr., Martin-Chinese.

	STEAM TO SHANGHAI AND KOBE,	L
	VINDOBONA."	L B
	Captain Bellen, will leave for the above places	Ä
d]	TODAY the 12th inst.	М
k	Ene Project or Passago, apply to	V
7	SANDERWOO	٧
n,	Agenta	V
y	Hongkong, 7th May, 1898.	8
_ 1		В
18	INDO CHINA STEAM NAVIGATION	8
11-	COMPANY, LIMITED	ន
be		N
	FOR MANILA VIA AMOY.	Ŋ
th	HE Company's Stoomship	N
L 14	"YUENSANG."	V
re	Captain W. Waddilove, will be despatched as	ì
be	above TO-DAY, the 12th inst., at 5 P.M.	٤
	This steamer has superior accommodation for	ÌĚ
	First class Passengers.	5
	For Fraightor Passage apply to	1
	TARDINE MATHESON & CO.,	Ī
	General Managers.	6
62°	Honokong, 11th May, 1896. [1143]	İŞ

llongkong, 5th May, 1896. Hangkong, 11th May, 1880. " GLEN" LINE OF STEAM PACKETS U.S. MAIL LINE. FROM MIDDLESBORO, LONDON; AND PACIFIC MAIL STEAMSHIP STRAITS. FIHE Steamship COMPANY.

be obtained.

No Fire Insurance has been effected

Bills of Lading will be countersigned by.

"GLENOGLE

having arrived from the above ports, Consignees

into the Godowns of the Hongkong and

inst will be subject to ront.

rerognised.

No Fire Insurance has been effected.

examined on the 19th inst., at 11 A.M.

Hongkong, 7th May, 1896.

and after the 9th inst.

may be obtained.

This Afternoon.

Bills of Lading will be countersigned by

OCEAN STEAMSHIP COMPANY:

CONSIGNEES for Company's Steamer-

are hereby notified that the Cargo is being dis-

be left in the Godowns, where they will be

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "KARLSRUHE."

THE above-named steamer having arrived

that their Goods, with the exception of Opium,

Treasure, and Valuables, are being landed and

Company, Limited, Kowloon, whonce delivery

notice to the contrary-be given before 5 P.M.,

'No Claims will be admitted after the Goods

hive left the Golowas and all Goods remaining

undelivered after the 13th inst. will be subject

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on MONDAY, the 11th inst, at 3 P.M.

inst., or they will not be recognised.

Hongkong, 6th May, 1896.

THE Company's Steamship

Godowns at East Point.

Hongkong, 8th May, 1896.

TEVILE Company's Steamship.

Hongkong, 9th May, 1896.

TO-DAY, the 12th inst.

THE Steamship

No Fire Injurance has been effected...

Bills of Lading will be countersigned by

INDO CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND.

BINGAPORE.

"KŪTSANG!"

having arrived from the above ports, Consignee

goods will be delivered from alongside.

of cargo by her are hereby informed that their

JARDINE, MATHESON & CO.,

VESSELS ON THE BERTH

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

" COWRIE.

For Freight, apply to ARNHOLD, KARBERG & CO.,

CHINA NAVIGATION COMPANY,

TIMPED. /

FOR TIENTSIN VIA SWATOW.

"KWEIYANG"

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR BWATOW, AMOY, AND

TAMSUL.

"HAILOONG,"

Captain Davis, will be despatched for the

above Ports TO-DAY, the 12th inst., at Noon.

"CHIHLI,"

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

"FORMOSA."

Captain A. Ohrloff, having arrived, is now

ready to load for the above port, and will have

For Freight, apply to MELCHERS & CO.,

Hongkong, 12th May, 1896. [1142

. Agmits.

DOUGLAS LAPRAIK & CO.,

Gonoral Managers.

BUTTERFIELD & SWIRE,

Captain Outorbridge, will be desputched

above TO-DAY, the 12th inst, at NOON.

For Freight or Passage, apply to

Hongkong, 11th May, 1896.

HE Company's Steamship

· For Freight or Passage, apply to

Hongkong, 9th May, 1896.

TO DAY, the 12th inst., at NOON.

FITHE 100 A.I. British Bark.

Hongkong, 10th April, 1896.

quick despatch

General Managers.

All Claims must reach us before the 16th

MELCHERS & CO.,

Agonts.

Consignees of cargo are hereby informed

BUTTERFIELD & SWIRE.

eximined at 11 A.M. on the 16th inst.

Hongkong, 7th May, 1896.

JARDINE, MATHESON & CO.,

Consignees are requested to present all claims

the 21st inst, otherwise they will not be.

DODWELL, CARLILL & Co.

VIA INLAND SEA OF JAPAN AND of Cargo by her are hereby informed that their goods are being lauded at their risk MONOLULU.

Wharf and Godown Company, PROPOSED SAILINGS FROM HONGKONG. at Kowloon, whence delivery may TITY OF RIO DEJANEIRO Optional cargo will be forwarded unless Inland Sea, Yokohama, 21, 1896, at Noon. notice to the contrary be given before 2 P.M. CITY OF PEKING (VIA) Cargo remaining undelivered after the 14th Nagasaki, Kobe, Inland (SUNDAY, June 7

Sea, Yokohama, and [1896, at DAYLIGHT. Honolulu) CHINA (via Nagasaki, Phinaspay, June Kobe, Inland Sea, Yo-kohama, and Honolulu.) 25, 1896, at Noon. for damages and/or shortages not later than

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be FRIHE U. S. Mail Steamship "CITY OF patched for SAN FRANCISCO, VIA NAGA-SAKI, KOBE, INLAND SEA. YORO-ILAMA, and HONOLULU, on PHURSDAY, the 21st May, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

> Steamers of this line pass through the IN LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point on route. Through Passago Tickets granted to Eng-

charged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will Tie at Consignees' risk: The Cargo will be rouly for delivery from Coast or Godown on. Goods undelivered after the 15th inst. will he subject to Rent. All damaged Goods must

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the UNION PACIFIC, DENVER AND RIC GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of Et in addition to the regular tariff rate.

Passengers holding orders for OVER-LAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific. UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines. slored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Optional Cargo will go on to Blanghai unless Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Inding issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havera, Trinidad, and Domerara, and to ports in Mexico, Central and South America, by the Company's and countering Steamers.

Freight will be received on boarduntil 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Puckages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company,

No. 7, Praya Contral. J. S. VAN BUREN, Agent. Hongkong, 5th May, 1896.

Cargo impeding the discharge or remaining on board after Noon of the 11th inst. will be , NORDDEUTSCHER LLOYD. landed at Consignees' risk and expense into NOTICE. No Fire Insurance will be effected. Bills of Lading will be countersigned by

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID. NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK

SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BAL-TIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS. Captain Parsons, will be despatched as above

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

KARLSBURE | Tuesday ... | 26th May. 23rd June PRINZ HEINRICH ... Tuesday Tuesday ... | 21st July. PREUSSEN SACHSEN Tuesday 18th Ang BAYERN Tuesday ... 15th Sept PRINZ HEINRICH ... | Tuesday ... | 13th Oct. PREUSEN | Tuesday ... | 10th Nov. N TUESDAY, the 26th day of May, 1896, "KARLSRUHE." Captain H. Walter, with THE Steamship MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Portus above, Calling

at Napten and Geroa. Shipping Orders will be granted till Noon on SATURDAY, the 23rd Muy, Cargo and Specie will be received on Board until 5-P.M. on MONDAY, the 25th May, and Percels will be received at the Agency's Office until Noon, on Monday, the 25th May. Contents of Packages are required. No Parcel Receipts will be signed at loss than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation CHINA NAVIGATION COMPANY, and carries a Doctor and a Stewardess. LIMITED. Linen can be washed on board. For further Particulars, apply to FOR SHANGHAL MELCHERS & CO., FIHE Steamship

Hongkong, 11th May, 1896. Captain Anderson, will be despatched as above FOR NEW YORK.

FIGHE 3/3 Lat.1. American Ship. "LUCY A. NICKELS." Nichels, Muster, is now loading for the above port and will have quick despatch.

For Freight, apply to REUTER, BROCKELMANN & CO. Hongkong, 31st March, 1896.

FOR NEW YORK. FH HE 3/3 L.I.I. American Ship

"LUCILE.", Ballard, Master, will load here for the above port and will have quick desputch. For Freight, etc., apply to CARLOWITZ & CO. Hongkong, 2nd May, 1896.

DEINATION.	VEHICL'S HAME.	LAG & RIG	CAPTAIN.	POR TENIONT APPLY TO	TO BE DESPATCHED.
	en e	Brit str	Street	P. & O. S. N. Co	On 21st inst., at Noon
ONDON: &d.	Ravenua	Brit str	Case	P & O. S. N. Co.	On or about 19th inst.
ONDON	Java	Brit str.	Baker	P. & O. B. N. Co	On or about 29th inst.
ONDON	Caylon	Brit str.	Jackson	Buttarfield & Swire	On 16th inst
ONDON VIA SURZ CANAL	Sarpedon	Brit alr	Parsous	Arnhold, Karberg & Co.	10-day
ONDON & HAMBURG	Cowrie	Gor. str.	Walter	Melchors & Co	OB SOUT LIEBUILD A A STATE
REMEN & PORTS OF CALL	Koristung	Ger. str.	Siegel	Arnhold, Karberg & Uo.	On 28th inst. On 18th inst. at Noon.
NTWERP, B'MEN & H'BURG	Deike Rickmers	Fren str.	Le Gall	Messageries Maritimes	On 20th inst, at Noon,
LARSEILLES VIA SAIGON &C	Empress of Japan	01	Lee E.N.B.	Canadian Pacific R. Co	
ANCOUVER, V. SHANGHAI, &c	Olympia	the second state of the second state of the second	Truebridge	Dadwell, Carlill & Co	On 15th inst
ICTORIA, B.C., &c., V. Y'HAMA		T		Shewan & Co.	I deal of the second beginning to the latest the second of
TOTORIA B.O. & PLAND, V. KOBE.	Contin	Brit. str		O. & O. S. S. Co.	
AN FRANCISCO VIA Y HAMA	City of Riode Janeiro			P. M. S. S. Co	Quick despatch.
AN FRANCISCO VIA Y HAMA	Formosa	Brit, bk.	Ohrloff	Molohors & Co.	Quick despatch
AN FRANCISCO	Queen Elizabeth	Brit. ship	Fulton	Shawan & Co	On or about 25th inst.
AN FRANCISCO	Benaldor	Brit. str	Thomson	Gibb. Livingston & Co	Quick dospatch
IEW YORK VIA SUEZ CANAL	Tam O'Shauter	Amer. bk	Peabody	Carlowitz & Co. Reuter Bröckelmann & Co.	
EW YORK	Lucy A. Nickels	Amer. sh.	Nichols	Siem-sen & Co.	Quick despatch.
EW YORK	Gerard C. Tobey	Amer. bk	Shurtlett	Carlowitz & Co.	Quick dospatch
EW YORK	Lucilo	Amer, sh.	Ballard	Carlowitz & Co.	Quick despatch
TRUENORK	T. F. Oakes	Amer. sh	Reed	Gibb. Livingston & Co	On 14th inst.; Dayligh
VINEY METBOURNE, MARIE	Menmuir	Brit. str	Craig	Laute Waganar & Co.,	May
LA MENTRANG & SERAYAY, AMULION	Foderation	Ger. atr	F 7 2 -1	P. & O. S. N. Co.	On or about 16th inst.
TITE AND A 4-7 CLASSE NOW T. W. NORE.	Japor	Brit. str	Wickenden	P. & O. S. N. Co	To-morrow, at Daylig
TAMARUM TORUS TORORAMA	TOLITICIST	Brit. str	AA TOWGUINDIN CO.	Nippon Yusan Kaisha	To-day, at 5 P.M.
CORR & YOKOHAMA	· Agabion	Brit. str.	Bollen	Sulr & Co.	To day.
ITANCHAI & KOSE	A TERREGOODIA PETANTANA	Anst. str	Som nor	Nippen Yusen Kuisha	To-mortow, at a P.M.
THANGHAL JINBEN, & IN BAKL	Satsuma Maru	Jup. str.	Anterion	Butterfield & Swire	To-lay, at Noon.
HANGHAL STORESTORES	CILIBU.,,,	1	Wright, R.N.R	1 P. & O. S. N. Co	Oa or about 17th inst
UIANGHAI	16980000	Brit str.	Outorbridge	J. Ratherfold & Hiring	To day at Noon
PURNIESTN VIA SWATOW	Kweiyang	Beit, str.	Roich	Douglas Lapralk & Co	To-morrow, at the con-
WATOW. AMOY & FOOCHOW	Haitan	Brit. str.	Divis	Danolas Lintak & Co	Total and moon
TAMBUL	. Hailoong	Brit. str.	Wal lilove		To-day, at 5 P.M.
MANILA VIA AMOY	Yuensang	APPAN ONL	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Francisco de la proposición de partir de la companya del companya de la companya de la companya del companya de la companya del la companya del la companya de la companya de la companya	ON THE BERTH

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (via Nagasaki, Kobe, Thursday, May Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and VICTORIA, B.C

PUNCTUALITY. SAFETY. SPEED. Twin Screw Steamships-6,000 Tens-10,000 Horse-Power-Speed 19 knots PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.) - ... EMPRESS OF JAPAN ... Comile. Geo. A. Lee, B.N.R...... WEDNESDAY, 20th May, 1896 EMPRESS OF CHINA Condr. R. Archibald, B.N.B. WEDNESDAY, 10th June, 1896 EMPRESS OF INDIA...Comde. H. Pybus, R.N.R. WEDNESDAY, 1st July, 1896

THIE magnificent Steamships of the Line pass through the famous INLAND SEA OF I JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Retarn

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

Inrough Passago Tierras granted to England Covernments.

Ind. France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Trates may be obtained on application.

Sapan Covernments.

CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, CIRCULAR PACIFICTICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, Line Control of TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

SOUTHERN PACIFIC, CENTRAL PACIFIC, by the Company, and their appointments and Cuisine are unexcelled For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street. Hongkong, 30th April, 1896.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
NAGASAKI, KOBE . YOKOHAMA	E { BEINDISI	Daylight, Fr.	eight or Passage.
YOKOHAMA VIA S'HAI NAGASAKI & KOBE	, { JAPAN	About 16th } Fr	eight or Passage. (Passing hrough the INLAND SEA.)
SHANGHAI	ROSETTA	} About 17th } Fr	eight or Passage.
LONDON	{JAYA	About 19th Fr	eight or Passage.
LONDON, &c	{RAVENNA E. Street	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Special Advertisement.
LONDON	CEYLON	} About 29th } Fr	eight or Passage.
		rticulars, apply to	IIE; Superintendent.

Hongkong, 8th May, 1896. VESSELS ON THE BERTH VESSELS ON THE BERTH COMPAGNIE DES MESSAGERIES OREGON RAILWAY AND NAVIGA-MARITIMES. TION COMPANY'S PACIFIC PAQUEBOTS POSTE FRANCAIS. STEAMSHIP LINE.

NOTICE.

STEAM FOR

COLOMBO. PONDICHERRY.

RANHAN AND BLACK SEA

Shipping Orders will be granted till Noon,

Cargo will be received on board until 4 P.M.,

Specio and Parcels until 3 P.M. on the 12th

must be left at the Agency's Office.) Contents

and Value of Packages are required.

Hongkong, 30th April, 1896.

May. (Parcels are not to be sent on board; they

For further Particulars, apply at the Com-

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRATTS. CEYLON. AUSTRALIA,

MEDITERRANEAN PORTS,

LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF. CONTINENTAL

AND AMERICAN PORTS.

Captain E. Street, carrying Her Majesty's

Mails, will be despatched from this for BOMBAY,

&c., on THURSDAY, the 21st MAY, at NOON,

taking Passengers and Cargo for the above

Ports. This steamer connects at BOMBAY with

the S.S. "SHANNON" leaving that port on

Silk and Valuables, all Cargo for France, and

Parcels will be received at this Office until

Superintendent

4 P.M. the day before sailing. The Contents and

FOR NEW YORK.

"TAM O'SHANTER,"

Penbody, Master, will load, for the above port

For Freight, apply to CARLOWITZ & CO.

Tes for London (under arrangement) will be

the 12th June for London direct.

Value of all Packages are required.

For further Particulars, apply to

Hongkong, 8th May, 1896.

HE 3/3 L.I.I. American Ship

Hongkong, th March, 1896.

of Lading.

"RAVENNA,"

INDIA, ADEN, EGYPT, ...

PLYMOUTH, AND

C. TOURNAIRE,

Acting Agent.

LONDON, HAVRE, BORDEAUX.

PORTS.

places of Europe.

pany's Office.

THE Steamship

Bombay.

- CHINA AND JAPAN. PROPOSED SAILINGS FROM HONGRONG, 1896. SAIGON. (Subject to Alleration.) MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITER-STATES AND CANADA AT THROUGH RATES.

ASLOVN Friday 15th May. TAKING PASSENGERS AND CARGO FOR UNITED THE Steamship "ASLOUN" will be despatched hence for HONOLULU. N WEDNESDAY, the 13th May at Noon, the Company's Steamship

VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on the 15th inst.

Consular Invoices of Goods for United States this Port for MARSEILLES via ports of Points should be in QUADEUPLICATE, and call WITHOUT TRANSHIPMENT one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Ruilway and Navigation Co., Portland, transit through Marseilles for the principal For further information as to Passage and Freight, apply to

Hougkong, 5th May, 1896, OCEAN STEAMSHIP COMPANY.

SHEWAN & CO.,

FOR LONDON VIA SUEZ CANAL. FINIE Company's Steamship "SARPEDON." Captain Juckson, will be despatched as above on SATURDAY, the 16th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 5th May, 1896. BEN" LINE OF STEAMERS. FOR NEW YORK VIA SUEZ CANAL

"BENALDER.". Captain Thomson, will be despatched as above on or about MONDAY, the 25th inst. For Freight or Passage, apply to CIBB, LIVINGSTON & CO.,

Agents. Hongkong, 5th May, 1896. STEAM TO NATAL AND CAPE POR

THE NATAL DIRECT LINE

FROM CALCUTTA.

(MESSES BULLARD, LING & CO.'s LANE.)

I GENERAL AGENTS in CHINA and JAPAN for the above time are prepared to issue THROUGH BILLS of LADING for NATAL, EAST LONDON, PORT ELIZABETH, MOSSEL BAY, CAPE TOWN, DELAGOA BAY, and BEIRA. Transhipment will be made at CALCUTTA. Next suling from CALCUTTA, S.S. "UMLAZI" on the 20th June, and there-

SPECIAL NOTICE,

after overy three weeks.

From FOOCHOW AND HONGKONG Direct to CAPE PORTS. "CONGELLA" will load middle of July. "PONGOLA" will load end of August. For Freight and further Purticulars.

and will have quick despatch. Apply to HODWELL, CARLILL & CO., meral Agents for China and Japan. Honghoog, 5th May, 1896.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND SOUTH AMERICA. AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. COPTIC (via: Nagasaki, WEDNESDAY, May Kaba, Inland Sen. Yo. 213, 1896, at Noon. kohama, and Honolulu) GARLIO (via Nagasaki,) SATURDAY, May 30 Kohe, Inland Sor, Yo-1836, at NOON.

kohania, and Honolulu) DORIG (via Nagasaki,) Tursday, June 16. Koha, Inland Sea. Ye-1896, at NOON. koliama, and Honolalu)

PETHE Company's Steamship "COPTIC will be disputched for SAN FRAN-CISCO, wie NAGASAKI, KOBE, INLAND SEA. YOKOHAMA, and HONOLULU. on WEDNESDAY, the 13th MAY, 1896, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the IN LAND SEA OF JAPAN and call at HONO-LULIT and passengers are allowed to break their journey at any point en route. Through Passenger Tickets, granted to Eng.

land. France, and Germany by all trans-Atlantic lines of Stormers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European fofficials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or Top as well as Ground Floor. Exclud vice versa) within one year, will be allowed dis- ing Boy's and Cooking Rooms. count of 10 per cent. This allowance does not apply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to address in full; and same will be received at the FFICE in "BEACONSFIELD ARCADE." Company's Office until Five P.M. the day previous to sailing. =

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company No. 7, Praya Central. SINGAPORE, BATAVIA,

J. S. VAN BUREN, Agent. Hongkong, 30th April, 1896.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at PORT. DARWIN and QUEENSLAND

PORTS OF BRAZIL AND RIVER PLATE. TASMANIA, &c.) THE Steamship

"MENMUIR," Carro and Openie will be registered for London as well as for Marseilles, and accepted in

Cantain Craig, will be despatched for the above Ports on THURSDAY, the 14th inst., at DAY-This woll-known Steamer is specially fitted for Passengers, and has a Refrigerating

Chamber, which ensures the supply of Fresh Provisions throughout the voyage. A Stewardess and a duly qualified Surgeon are carried. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1896. JAVA CHINA-JAPAN LINE OF STEAMERS. Under Management of the

ROYAL PACKET NAVIGATION COMPANY OF NETRICLANDS INDIA. PROPOSED SAILINGS

(Subject to Alterations) JAVA. HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKUNG, SINCAPORE, JAVA. From HONGKONG. S.S. FEDERATION | To JAVA | May.

SS GERMANIA ... To JAVA June. S.S. CASSIUS | To JAVA | July. S.S. GERMANIA To JAPAN May. S.S. CASSIUS To JAPAN | June. 8.8. FEDERATION | To JAPAN | July. General Agents for China and Japan, LAUTS, WEGENER & CO.

Hongkong, 6th May, 1896. FOR SAN FRANCISCO. THE 100 A.I. British Ship "QUEEN ELIZABETH" transhipped at Colombo into a steamer pro-ceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Fulton, Master, will load here for the above port and will have quick despatch.

r or Freight, apply to SHEWAN & CO. Hongkong, 19th February, 1898. FOR NEW YORK. Shippers are particularly requested to note the terms and conditions of the Company's Bills FIGHE +100 A 1 American Iron Ship

"T. F. OAKES," W. Reed, Master, will load here for the above port and will have quick despatch. For Freight, apply to CARLOWITZ & CO., Hougkeng, 2nd May, 1896.

FOR NEW YORK, HE 3/3 L.I.I. American Bark "GERARD C. TOBEY," Captain Shurtleff, will load here for the above For Freight, apply to SIEMSSEN & CO. port and will have quick despatch.

Hongkong, 13th April, 1890.

Rates of Passago to other Points on application. Special rates allowed to members of Govern ment Services.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration). OLYMPIA.... 2,608 | Sunday ... | May I. | 3,601 | Friday | June 5 TACOMA 2,549 Tuesday ... June 23. VICTORIA 3,167 | Saturday ... | July 11. OLYMPIA 2,608 Wednes. July 29. BRAEMAR 3,601 | Sanday ... | Aug. 10 HE Steamship

VESSELS ON THE BERTH

COMPANIES.

VIA INLAND SEA OF JAPAN.

to the Pacific Coast and to the Interior and

ELETERN CITIES of the UNITED STATES and

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificant Scenery

of the ROCKY and CASCADE MOUNTAINS.

HONGKONG TO TACOMA \$225.

DOCTOR and STEWARDESS carried.

the first class ATLANTIC MAIL LINES.

CANADA and to EUROPE.

NORTHERN PACIFIC

"OLYMPIA." Captain J. Truebridge, sailing at DAYLIGHT, on SUNDAY, the 17th May, instead of as previously advertised, will proceed to VIC-TORIA, B.C., and TACOMA, via SHANG-HAT, KOBE, and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States

Points should be in quadruplicate, and one copy neuet be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to For further information as to Passage or

Freight, apply to DODWELL, CARLILL & CO., General Agents Hongkong, 11th May, 1896.

"RICKMERS" REGULAR LINE OF STEAMERS. FOR ANTWERP, BREMEN, AND HAMBURG. (Taking Cargo at through rates to RED SEA,

MEDITERBANEAN, and BLACK SEA Ports.) /HHE Company's Steamship "DEIKE RICKMERS."

Captain Siegel, will be despatched as above on THURSDAY, the 28th inst. For Freight, apply to ARNHOLD, KARBERG & CO., Hongkong, 9th May, 1896. TO LET

TO LET. WELLING HOUSES-HOUSES in RIPON TERRACE. No. 4. KNUTSFORD TEREACE, Kowloon, 1st FLOOR of No. 4, Blue Buildings. No. 4, CAMERON VILLAS, The Peak.

For 6 months—Farnished. Apply to THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 24th April, 1896. TO SUB-LET.

(At SHAMEEN, CANTON). BOUSES containing 2 and 3 ROOMS

BOMANJEE & CO.

Canton, 24th April, 1896. TO LET. PRIORY LODGE, 5, BONHAM ROAD. HOUSES, Nos. 4 and, 7 Belilion TERBACE.

GODOWNS in DUDDELL STREET.

BELILIOS & CO. Hongkong, 1st May, 1896. TO BE LET.

NGLEWOOD," 5 Rooms, Turf Tennis "OAKLANDS." 6 Rooms. Turf Tonnis Court and Kitchen Garden. A FOUR ROOMED HOUSE and SIX-ROOMED HOUSE in Richmond Terrace. TWO SEMI-DETACHED HOUSES at

CHAMBERS at WILD DELL BUILDINGS. Apply to HUMPHREYS ESPATE & FINANCE

CO. LIMITED. Hongkong, 3rd March, 1896.

TO LET. (With Possession from 1st JUNE.

TO. 3. CASTLE ROAD. SPANISH PROCURATION.

Hongkong, 20th April, 1898. TO LET. (With Immediate Possession). HOUSE in ELLIOT CRESCENT,

ROBINSON ROAD. Containing 4 Reception Rooms and 5 Bedrooms CHANTREY INCHBALD. Hongkong, 24th December, 1895. TO LET.

ROOMS Suitable for OFFICES in ICE HOUSE LANE. Apply to DAVID SASSOON, SONS & CO. Hongkong, 11th May, 1896.

TATESTBOURNE VILLA NORTH, V V BONHAM ROAD No. 5. Upper Mosque Terrace. IDLEWILD." SEYMOUR ROAD.

TO LET.

1sr FLOOR of No. 12, QUEEN'S BOAD CENTRAL. LINSTEAD & DAVIS. Hongkong, 9th May, 1896.

DRIVATE BOARD AND RESIDENCE Mrs. GILLANDERS. GLENEALY BUILDINGS. Hongkong, 9th January, 1896.

BOARD AND RESIDENCE. MOMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER. 2 Pedder's Hill. Hongkong, let January, 1892.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as Four WATER is the cause of much Sickness on board We are the ONLY WATER BOAT COMPANY in Honokong EXCLUSIVELY supplying FILTERED WATER. CALL FLAG W.

J. W. KEW & CO. STEAM WATER BOAT COMPANY. Hongkong, 9th October, 1895

INTIMATIONS

BORATION, LIMITED.

BANGEOK AND RANGOON. STEAMSHIP AND RAILROAD TEAR SQUARES, PLANES, BOARDS and SCANTINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, THE attention of passengers is directed to the very cheap rates offered by this Line GO TEAR SHINGLES FOE ROOFING.

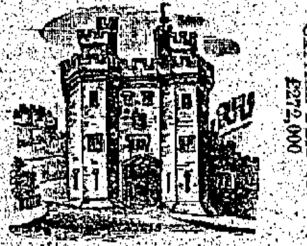
PINKADOR BAILWAY SLEEPERS for all Rates Supplied and Orders Booked by JABDINE, MATHESON & CO. Hongkong, 3rd May, 1895. SIAM TEAK TIMBER.

THE BORNEO COMPANY, LIMITED BANGKOK. RDERS can be Booked and Rates Supplied on Application to the Undersigned for :-

The YELLOWSTONE NATIONAL PARK route. TEAR SQUARES, PLANES, SCANTLINGS, AND Possengers to EUROPE may proceed by one of PLANED, TONGUED, AND GROOVED TEAK BOARDS. TRAK SKINGLES. GIBB. LIVINGSTON & CO. Hongkong, 17th July, 1895.

AVID CORSAR & SONS MERCHANT NAVY NAVY BOILED LCANVAS LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBEEG & CO.

DALATINE INSURANCE COMPANY, LIMITED OF MANCHESTER. MODERATE RATES! PROMPT SETTLEMENTS



General Agent at Hongkong FOR FIRE AND ACCIDENT INSURANCES,

A. H. RENNIE SHIPPING IN PORT. HUNGKONG.

STEAMEES. Afghan, British str., 1,439, Barton, Mar. 28, Dodwell, Carlill & Co Afridi, British stanmer, 2,354, Golding, Apr. 26, Airlie, British steamer, 2,400, W. Ellis, May 7, Gibb. bivingston & Co Amara, British etcamer, 1,561, Smith, April 30, Jardine Matheson & Co Argyll, British steamer, 1,866, Ward, May 11, Dodwell Carlill & Co Ariake Mara, Japanese str., 1,886, Asai, May 3, M. B. Kaisha Aslong British str., 1,827, Murray, April 20, Shewan & Co.

Azamor, British steamer, 2,050, Gibson, April 1, Benlarig, British str., 1,452, Wallace, May 11, Gibb. Livingston & Co. Benledi, British str., 1,600, Farquhar, May 9, Gibb. Livingston & Co Benmohr, British str., 1,935, Boutillier, May 1, Gibb. Livingston & Co Brindisi, British str., 2,355. Wickender, May 4, P. & O. S. N. Co Caspian, British steamer, 2,318, Beard, May 10, Nippon Yusen Kaisha China, German steamer, 1,114, Voss, May 5, Siemssen & Co Chowfa, British str., 1,054, Williamson, May 10, Butterfield & Swire Chwashan, British str., 1,289, Stovell, May 9, Bradley & Co Coptie, British str., 2,744, Scalby, April 29, D. & O. S. S. Co

Cowrie, British str., 3,155, Parson, May 11, Amhold, Karberg & Co. Exe, British steamer, 1,308, Pell, April 12, Chinese Fatshan, British str., 1,425, R. L. Blight, H., C., & M. Steamboat Co., for Canton Feechen, Chinese steamer, 643, Wong, May 11, Chinese Froguer, Norw. str., 719, Gullicksen, May 5, Germania, German str., 1,714, Bendixen, May 10. Jebsen & Co Glenorchy, British ser., 1,821, Frakes, April 29, Jardine, Matheson & Co.

Gloncester City, British str., 1,416, Bell, May 11, Hailoong, British steamer, 783, Davis, May 10, Douglas Lapraik & Co Haimun, British str., 636, Bathurst, May 6, Douglas Lapraik & Co Haltan, British steamer, 1,186, Reach, May 11, Donglas Lapraik & Co Hankow, British str., 2,235, Dick, Butterfield & Swire, for Canton Heungshan, British str., 1,054, W. E. Clarke, H., C. & M. Steamboat Co., for Macao. Holstein, German str., 985, Bruhn, May 10,

Jebsen & Co

Honam, British str., 1,344, G. B. Lefavour, H., C. & M. Steamboat Co., for Canton Hongkong, Franch str., 739, Bastian, May 10, A R Marty Independent, Ger. str., 871, Ahronkiel, Apri 3, Wieler & Co Kiangnan, Chinese str., 1,347, Rasmussen, April Kong Alf, Norwegian str., 485, Thinn, May 8, Kutsang, British steamer, 1,498, Payne, May 7. Jardine, Matheson & Co. Kwangles, Chinese str., 1,505, Lincoln, May 11, C. M. S. N. Co Kweiyang, Brit. str., 1,064, Outerbridge, May 4,___ Butterfield & Swire. Kwonghei, British steamer, 419, Chinese, for Loyal, German str., 1 237, Lorenzen, May 4; Mascotte, British str., 2,018, Ross, April 26, Bradley & Co Nord, Norwegian steamer, 768, Bull, May 6, Ocampo, British str., 1,311, Hawkins, April 9, " Gibb. Livingston & Co.

Olympia, Brit. str., 1,691, Fraubridge, April 25, Dodwell, Carlill & Co Pasig, British str., 284, Chinese, for Canton Phra Chem Klao, Brit. str., 1,010, Fowler, May 6, Butterfield & Swire Phra Nang. British str., 1,021. Watton, May 7. Butterfield & Swire Powen, British str., 1,842, S. W. Goggin, H., C. & M. Steamboat Co., for Canton Satsuma Maru, Jap. str., 1.157, Sommer, May 10, Nippon Yusen Kaislat Taichlow, British steamer, 862, Curtis, April 10. Yuen Fat Hong Tai On British str., 769, Galleouski, Chinese, for Canton Taisang, British steamer, 1,505, Hogg, May 11, Jardine, Matheson & Co Triumph German steamer, 674, Moller, May 7,

Jebsen & Co

Ynensang, Brit. str., 1,106, Waddilove, May 9, Jardine. Matheson & Co SAILING VESSELS. Formesa British bark, 1,474, Ohrloff, April 2, Shewan & Co Gerard C. Tobey, Amr. bark, 1,390, Shurtleff, May 5, Standard Oil Co Glen Caladh, British bark, 466, Lamont, Mar. I; Gilman & Coʻ Lucile, American bark, 1,329, Ballard, Mar. 28, Lucy A. Nickels, Amr. bark, 1,330, Nichols, Mar. 24. Standard Oil Co Manuel Slaguno, Amr. ship, 1,650, Small, April 27. Order Nam Shun Sing, Chinese 3 m. sch., 368; Cheang Sang, Aug. 21, Chinese Queen Elizabeth, Brit, ship, 1,700, Fulton, Mar. 22. Melchers & Co Retriever, Amr. soh., 75. Walls, April 3, St. Anna, Italian bark, Muzzetelli, Mar. 21, Biemesen & Co. Sintram Amr. ship, 1,575, Woodside, April 26, Stanfield, British bark, 776, Wilson, May 6 Tam O'Shanter, Amr. ship, 1,522, Peabody, Feb. Velocity, British bark, 495, R. Mortin, April 7, Wandering Jew, Amr. ship, 1,650, Nicholls,

Sept. 17, Captain Printed and Published by D. WARRES SMITH, at 29. Wyndham Street, Victoria, Hongkong.